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THE KING AND HIS PEOPLE

London's Jubilee Plans

(Special Air Mail Service)

London, March 24.
The official celebrations in London of the King's Silver Jubilee will, as already announced, extend from May 6 to May 18.

Monday, May 6, Accession Day, is to be a public holiday throughout the country, and, by His Majesty's request, celebrations will be of a local character.

London's part in the national rejoicing, so far as the schools and institutions controlled by the London County Council are concerned, will include the following programme:—

Schools: Two extra half-holidays and an open day for parents.

Hospitals: Special fare entertainments.

Public Assistance: Extra out-relief of two shillings to adults and one shilling for each child.

Parks and Open Spaces: Bank performances and facilities for fairs and bonfires.

L.C.C. Staff: Day's holiday with pay.

Seventy thousand children are to see the Royal Procession on May 11 at Constitution Hill.

None Forgotten
These proposals of the General Purposes Committee are to come before the County Council for sanction at its meeting on Tuesday.

The Committee recommend that \$21,000 be spent in connection with the celebrations for school children, the blind, those receiving public assistance, and inmates at the Council's hospitals and institutions.

About \$1,000 is to be spent on a pamphlet illustrating the outstanding events and national progress during the King's reign. This will be distributed throughout the schools.

The 70,000 school children who will see the Royal procession at Constitution Hill on May 11 will be drawn from districts not close to the routes of the Royal drives.

May 6 is to be a fete day in the public assistance institutions. There will be special fare, chocolates, and sweets for the women; tobacco and cigarettes for the men, and toys and games for the children. Garden fetes or sports are planned for the afternoon, and concerts in the evening. Additional fare and tobacco and cigarettes will be issued in the casual wards.

County Hall Celebrations
The Committee propose the expenditure of \$8,100 on celebrations, in the Council's hospitals, grants of two shillings to the necessitous blind, and the organisation of parties at children's homes.

Arrangements have been made for a stand to be erected in the garden enclosure of Old County Hall for members of the Council and others to view the procession on May 6.

County Hall will be floodlit throughout the celebrations, fire

ROYAL NAVY

Admiralty Notices

(Special Air Mail Service)

London, March 24.
The Admiralty notified the following appointments yesterday:—

Surg.-Cmdr. E. Hefferman, M.B., to Drake for R.N.E., March 23.

Lt.-Cmdr. A. St. J. Edwards, to President for course at Air Ministry, Mar. 27; A. E. Horrell, to President for course, May 7; and to President for Porton Experimental Station, May 30; K. H. S. Cohen, to Leander, on recommissioning; G. B. H. Fawkes, to Otus; J. E. Broome, to Proteus; E. H. P. Slessor, R. Moore and G. D. St. Q. Marescaux, to St. Angelo, undated.

Instr. Lt.-Cmdr. F. Wilkinson, W. A. Bishop and J. Fleming, to President for course at Air Ministry, April 15.

Lt.-G. Talbot-Smith, to Titania, Mar. 21; E. F. A. Dykes, W. E. Waters, T. W. B. Shaw and P. H. Wormell, to St. Angelo, undated.

Sub-Lts.—P. S. V. Smith, to Campbell, April 2, and to Faulknor, on transfer; R. C. Beckwith, to Dorsetshire, April 2; E. M. Harvey, to Saltburn, April 5; G. J. A. Lumsden, to Ajax, April 8; E. F. M. Seymour, to Westcott, April 15, and to Fame, on transfer; E. Bruce, B. G. Heslop, L. H. Kettle, E. C. Pannall, C. J. Wright, P. R. H. Harrison, R. E. Hutchins, L. W. A. Bennington, C. T. Davies and D. H. B. Barrett, to Dolphin, April 29.

THE CHINA STATION
H.M.S. Suffolk, Captain Errol Manners, A.D.C., to leave Hong Kong on March 29 for Shanghai, to relieve the cruiser-mine-layer Adventure, Captain W. H. Gell, D.S.O., which has been on duty there since March 5. On April 15 the Suffolk will be relieved by the Berwick, Captain E. R. Bent, D.S.C., until May 4, when the Kent, flagship of the Commander-in-Chief, Admiral Sir Frederic Dreyer, is to take a turn of duty there, followed by the Cornwall, Captain R. B. Davies, V.C., D.S.O., A.F.C. The Kent is at present visiting Saigon, and will leave there on Saturday.

OFFICERS' OUTFIT ALLOWANCE
From April 1, 1935, the outfit allowance of £50 will be paid to naval officers entered as cadets on promotion to the rank of equivalent rank of acting sub-lieutenant instead of on confirmation in that rank, and to direct entry Royal Marine officers on entry instead of on promotion to probationary lieutenant. Officers will be paid the allowances by the Director of Navy Accounts, as they become due, unless payment is made to parents or guardians.

floats on the Thames will give floodlit, water displays, and old County Hall will be illuminated. All the Council's bridges and buildings on the Royal routes are to be decorated.

The staff holiday, with pay, will cost the Council about £7,760, and together with the floodlighting project already sanctioned by the Council the total estimated cost of the celebrations will be £33,750. It has already been announced

DIARY OF LOCAL EVENTS

Tuesday, April 9

Auctions.—Lammert's Sale of Household Furniture, 35 Hankow Road, Kowloon, 2.30 p.m.

Cinemas

King's.—"Lottery Lover."
Queen's.—"The Winning Ticket."
Central.—"Frightening Walk."
Oriental.—"Stingaree."
World.—"Police Car No. 17."
Alhambra.—"Evergreen."
Majestic.—"The World Moves On."
Star.—"Half a Sinner."

Lectures.—Mr. T. A. Martin, A.S.A.A., University Union Assembly Hall, 8.30 p.m.: "Profits and Dividends."

Meetings.—Annual Hong Kong Ministering League, and M.C.L., Helena May, 10.30 a.m.
Miscellaneous.—Spring Festival, Quarry Bay School, 11 a.m.; Rotary Tiffin, Hong Kong Hotel.

Moon.—III Moon, 7th Day.
Social.—Police M.C.L. Ladies' Whist Drive, Police Recreation Club, Happy Valley, 3.30 p.m.; Kowloon Dock Whist Drive, K.D.R. C. Reading Room, 9 p.m.

Sports

Golf.—Royal Hong Kong Golf Club Ladies' Section L.G.U. Monthly Medal Competition.
Hockey.—Y.M.C.A. v. St. Andrew's (Y.M.C.A. ground), 5.15 p.m.
Snooker.—Steel Coulson League, Dockyard Police v. Royal Engineers; Chief and Petty Officers v. Central Police; St. Patrick's Club v. Garrison Sergeants; Water Police v. Prison Warders, 7 p.m.

Sunrise.—8.10 a.m. Sunset.—4.41 p.m.
Tides.—High at 2.41 and 12.15. Low at 5.27 and 20.33.

Wednesday, April 10

Auctions.—Lammert's Sale of Household Furniture, Hong Kong Sales Room, 2.30 p.m.

Cinemas

King's.—"Lottery Lover."
Queen's.—"The Winning Ticket."
Central.—"Kansas City Princess."
Oriental.—"Stingaree."
World.—"Moby Dick."
Alhambra.—"Six Day Bike Ride."
Majestic.—"Long Lost Father."
Star.—"Half a Sinner."

Meetings.—Annual Hong Kong Philharmonic Society, Hong Kong, Canton and Macao Steamboat Co. Ltd., Queen's Building, 3 p.m.
Miscellaneous.—Kowloon Union Church Women's Guild, 10 a.m.; Sports and Social Club, 7.30 p.m.; Whist Drive, Seamen's Institute, 9 p.m.; House Sub-Committee Meet at 8 and 8 Home, 5.30 p.m.

Moon.—III Moon, 8th Day.
Religious.—Lenten Mission, Catholic Cathedral, 8 p.m.; Special Lenten Service, St. John's Cathedral, 5.15 p.m.; St. Andrew's Church, 6 p.m.; Devotional meeting conducted by Dr. Reichelt, Bishop's House, 8 p.m.

Sports

Hockey.—Hong Kong Hockey Club Seniors v. Punj Regiment (King's Park), 5 p.m.

that the King and Queen are to attend a civic reception at County Hall on May 21.

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SUPERCHARGING FOR CARS

Opposed Views Of Designers

With no great disregard, for facts, it can be said at the present time that the technical minds of the motor world are divided into two schools of thought; one believes and contends that supercharging for car engines will soon be accepted as normal practice, though not necessarily universal or standard on all makes, while the other scorns the likelihood of supercharging ever becoming either desirable or practicable on cars intended for ordinary purposes.

Let it be pointed out first that in the normal petrol engine of to-day the fuel mixture—air and petrol vapour—is carried into each cylinder by induction—i.e., the "suction effect" arising therein from the piston descending with the inlet valve open. Now, when an engine is running at a slow or moderate speed sufficient mixture to charge the cylinder almost fully is drawn into it—never quite fully, for the charge never attains to atmospheric pressure, even when the engine is idling.

But as and when speed increases the charges become smaller and smaller relative to the capacity of the cylinder; this is due to the inertia of the gaseous mixture causing it to fall to accelerate quickly enough for a full charge to enter the cylinder in the fraction of a second during which induction occurs. (When an engine is running at 3000 revolutions per minute—quite an ordinary high speed—the inlet valve is open for about one-hundredth of a second only).

Power and Speed

Thus it is that above a certain speed engine power falls off. At 2000 r.p.m. an engine may develop nearly twice as much power as at 1000 r.p.m.; but at 4000 r.p.m. it may develop no more power than at 2000 r.p.m., or even less. The peak of its "power curve" may be somewhere around 3000 r.p.m., while its "torque curve" (indicating the actual turning effort of which it is capable) may reach its peak at an appreciably lower speed.

Supercharging overcomes the inability of the cylinders to secure a full charge of explosive mixture at high speeds. It implies that instead of the mixture being drawn into each cylinder, by the suction effect due to the piston descending, it is forced into the cylinder by pressure set up by the supercharger—the "blower" (as it is familiarly termed).

A supercharger is really a rotary air pump. Driven at a high speed by connection with the engine crankshaft, it forces air into and through the carburettor, where petrol is picked up in the correct proportion. In the induction manifold, therefore, while the engine is running there exists continuously a volume of mixture under pressure; the result is that as soon as an inlet valve commences to open, and all the time it is open, mixture is forced into the cylinder, fully charging the latter and even supercharging it—viz., charging it at a pressure above that of the atmosphere.

Forced Induction

Here it may be said that a descriptive term sometimes applied to supercharging is "forced induction"; but this may be held to refer properly to the use of a blower that does not generate more pressure than will just ensure the filling of the cylinders with mixture at atmospheric pressure or slightly above it. Supercharging did very little more at one time, the maximum pressure in the induction tract seldom, if ever, being more than 2lb. or 3lb. per square inch above atmospheric. But nowadays blowers are in us that give 10lb. or even 15lb. supercharge; and enable the maximum power of a given engine to be nearly doubled relative to that obtained without supercharging.

It must be noted, however, that the increased power gained from supercharging is secured principally at the top end of the speed range. Certainly there is more power at even 1000 r.p.m.; but not much more, the increase becoming greater in percentage the faster the engine runs. Moreover, the peak of the power curve is carried higher at higher speeds.

Supercharging, by enabling an engine to develop more power and

run at higher speeds, could be utilised to make an engine of low tax rating, serve the purposes of an unsupercharged engine of high tax rating. Lower gears would be used, and to gain a given maximum road speed the engine would run faster. Thus there would be gain in tax economy, the smaller engine would be cheaper to manufacture and would occupy less space in the chassis, so giving more room for bodywork, or, as an alternative, enabling a car of smaller dimensions and lower weight to carry a body of larger size than at present.

For and Against

But there is another side to the picture. A supercharger must be made with extreme accuracy, and is not at all a cheap item to provide and install. It is arguable, in fact, that a small engine with a supercharger may cost as much as a larger engine without one. Then the supercharger is an additional item subject to wear and to derangement if neglected; and it is sensitive to neglect, particularly in the matter of lubrication. Hitherto it has usually given rise to a whining noise when operating, while it occupies space that counteracts to some extent the gain due to the smaller engine.

It is contended, nevertheless, and not without reason, that developments of late have resulted, or will soon result, in such drawbacks as those mentioned being eliminated, and that cars will soon be available possessing the advantages outlined and others, such as better acceleration and lower petrol consumption.

That may be so; but the opposed school of thought remains unconvinced. It is not actually scornful.

AMERICAN CARS

Manufacturers' Changed Policy

Motor manufacturing companies constituting the membership of the American Automobile Manufacturers' Association, have passed a resolution indicating an important change of policy in regard to the announcement of new season's models, and the date of the first of the annual motor shows in the U.S.A. The resolution states that "beginning with the year 1935, members of the Association agree to confine their annual announcements of new cars to the month of October, as nearly as possible, and that the first car show at which the new models may be shown shall be held not later than November 5 in each year."

The qualification "as nearly as possible" is defined as "not more than 60 days before or after October 1"; this is obviously a generous margin, one that implies new model announcements being made at any time between the early days of August and the end of November.

British Standards

Thus after something like 30 years American manufacturers have changed their policy in such respects and have adopted that continuously maintained by the British motor industry; for hitherto annual announcements in the U.S.A. have been made just before or at the opening of the New York Show in January. The 1935 models of American cars have, it may be recalled, only just been introduced in this country, nearly six months after the earliest announcements of British makers.

What effect is expected from this change of announcement and show dates is not stated, but it is strange to recall that for some years past many British agents have urged our own manufacturers, to fall into line with those of America and hold the Olympia and Scottish Shows in January, or even later, and to defer annual announcements from late summer until the new year. And now we have American firms adopting the policy that British makers have been urged to discard!

CARS OF TO-DAY

Chevrolet

The Chevrolet is a fast, smooth, and quiet saloon, easy to handle, and moderately priced.

The body has four doors, with good entrance all round. The driver can get to his seat from the nearside, and the six side windows give a proper view; the forward and rear-most ones have no-draught ventilating sections worked by winders like the rest of the glasses. The wind-screen is fixed, and there is but one wiper which works by suction, though the speed is variable. The front doors have armrests, and the wheel arches form rests at the back. The cushions and squabs are comfortable, there is enough room for five persons, the front seat is movable, and a spare wheel with an extra large hub, and in a metal painted cover, is in a well in each front wing. The upholstery is leather, and the body has improved insulation.

The 6-cylinder engine has overhead valves worked by pushrods, an improved combustion chamber, a better placement of the spark, higher compression, and larger valves, which have the seats cooled by water spray.

Invested Coil

The power unit of engine, single-plate dry clutch, and three-speed centrally controlled gearbox is flexibly held at five points with rubber, there being one central point in front, one either side and well forward of the flywheel, and one either side, at the rear of the gearbox. Under the bonnet at the nearside there are the down-draught carburettor with a large air cleaner and silencer above, the inlet and exhaust manifolds with thermostatic control of the heat supply for the mixture, the dynamo which shares an adjustable belt drive, with a combined fan and impeller the water gland of which allows easy regulation or re-packing, the oil filler tube which has a crank case ventilation pipe, and the dip-rod. All these parts are to hand, though the filler is rather overshadowed by the exhaust manifold. To run the oil out of the sump a plug underneath must be detached. All the parts on the offside are handy; they include the inverted coil on the dash, the small sparking plugs set at an angle in the detachable head, the water tap with its extension pipe, the mechanical petrol pump, the nearly vertical distributor and make-and-break which has automatic movement, and an octane selector with a scale, and the starter. Steering is by worm and roller; the starter works by hand. The gearbox has synchromesh and constant-mesh wheels for second and top, the propeller-shaft is enclosed with the universal joint automatically oiled from the gearbox, and the half-floating back axle has spiral bevel drive.

There are four mechanical brakes, with 12in. drums, worked by rods and cables at the ends and by pedal or central hand lever. At the back the suspension is by long half-elliptical springs with single-acting hydraulic shock absorbers. The springs have considerable camber. In front there is no axle as a stout cross member is provided and each wheel is held by a swivel arm which has its own enclosed suspension by two concentric spiral springs and double-acting hydraulic shock absorber. The whole of each suspension and shock-absorbing device is in one neat casing and forms a single unit which can be detached with reasonable ease. The system provides what is known as knee action, allowing each front wheel to rise and fall with independence. The steering arms are devised to suit the suspension, and they and the track rod are well protected. Accessible jacking platforms are provided.

On The Road

The saloon submitted by Messrs. Pass and Joyce had done just over 3,000 miles. The engine ran very smoothly and quietly throughout its range of speed. There is plenty of power, and acceleration, from a fairly low rate, even under heavy and sudden load, is finely balanced, and moderately rapid. There is a pleasing cleanness about the car's running, and the controls make speed safe.

MOTOR JOTTINGS

CARS OF TO-DAY THE HUMBER SNIPE

With The New Gearbox

The general features of the Humber Snipe are well known, but it may be noted that the current model has radius rods for the front axle which relieve the springs of braking stresses and allow them to be designed for their special duty. Then the control of the cooling system is now by radiator shutters opened and closed by oil pressure, and by a thermostat and by-pass. Then the springs are of the "multi-rate" type, in which supplementary leaves come into action as the load or movement increases. Another feature is the provision of permanently attached jacks.

The principal feature of the model placed at our disposal by Messrs Robert Anderson, of Newton-Mearns, was, however, the new de Normanville epicyclic gear-box announced recently. This box has many original and practical points.

Reference may be made to some features which influence the running and general performance of the car. For instance, there are no plain bearings, but ball and roller bearings are used throughout, giving a high efficiency. Then pinion speeds are lower than usual in transmissions of this type, which makes for quiet running. The retention of the ordinary clutch relieves the brakes which lock the epicyclic drums of all starting stresses.

These brakes are metal to metal, and a wedge section ensures absence of slipping under any conditions on first and reverse. On top, too, the cone clutch has the thrust of the spring self-contained, and sticking of the cone is obviated by a withdrawal mechanism which provides an initial impact which knocks out the cone instead of merely pushing it out.

Simplicity of Control

The claims for this gear-box would seem to be fully substantiated in practice. On all ratios the transmission is really silent, and the lower gears are, of course, quieter than those of any ordinary gear-box. It is, however, the gear control which interests the driver most. It is not possible to pre-select with this box, and the lever above the steering-wheel cannot be moved until the clutch pedal is depressed.

Actually the pedal need only be depressed the slightest amount and the control lever moved practically simultaneously. The result is a change which could hardly be quicker, and certainly could not be simpler to effect. The take-up of the drive is al-

For example, the brakes were fully powerful and responsive by hand or foot either way, yet progressive enough and without side pull; the steering was really light at all times, yet reliably firm and accurate. The suspension on the whole is good, and by the independence of the front-wheel springing much fore-and-aft movement is saved. The only point of criticism I have is that the car, especially the front, is apt to sway down or heel a little with a sharp turn at speed, and thus the steering has to be fully used to bring the car out of the turn. Flatter springs, at the back would probably suit English roads better. The clutch worked properly and it faced the standing start test satisfactorily. The gear-change proved simple and the lever handy. There is no stop for reverse. The pedals are conveniently set.

The tests were unusually severe, because there was half a gale of wind, against the car, and considerable speed was absorbed thereby. There were two persons on board, the road surface was damp. The rates on first, second, and top are about 27, 50, and 80, and 70 was attained on a comparatively short distance against the wind and a slightly rising gradient. The rates on the up-graded stretch were 15 and 65, those on the 1-in-224 Dashedwood Hill were 30 and 60, and with a standing start on top at the foot of the old hill the crest was passed at 28 miles an hour.

THE CAR OF 1935 WHY I LIKE THE HUMBER VOGUE

Hard Driving In Britain

A British lady driver writes her opinions regarding the Humber, as follows:—

The visibility is equally good in rear seats as front ones.

The comfort of front and rear seats cause remarks of pleasure from all who ride in them.

The wings are ample and wide, and do not allow stone-throwing to clip their edges. This is most noticeable.

Although of low build it has a good ground clearance and is splendid for cornering.

The acceleration and top-gear performance are quite exceptional in a four-cylinder, 11.9 h.p. car of that price, and one can scarcely realize there are only four cylinders.

The oil consumption is still as negligible as when new.

It is a delightful car for fast averages.

It has a short wheel-base, and so is economical when crossing the Channel, and yet one doesn't seem to be inconvenienced by it as the springing is very good and all passengers sit within the wheel-base.

It is a smart car with good lines, it is a pleasure to drive, and is much admired everywhere.

It was asked at a Leeds City Council meeting recently whether the Corporation could make a charge for car parking in the streets and whether underground parks might be provided, but the Town Clerk made it known that they had no power to make any such charges. Underground car parks could be made however, if the council obtained the necessary borrowing power.

Have you ever wondered what the car of 1935 would look like had designers at the outset not attempted to follow the horse carriage of the period? Supposing, also, they had given much attention to the vehicle as a whole instead of concentrating on the machinery and fitting in the seating accommodation afterwards, would not cars of to-day have been entirely different? Our long bonnets show that the engine was, and still is, the first consideration. Wouldn't it be more logical to have a flat engine under the floorboards amidships and bodies which come out to the level of the wheel hubs, fitted with easy chairs?

The question of car beauty is very illusive. The most beautiful car to-day with a long, imposing bonnet would be regarded as absurd if the rear of it went first. It would be a rear-engined job, but in appearance when stationary exactly as a normal car. Instead of the most beautiful it would become the most ugly car.

Better Acceleration

The performance of the Humber Snipe is of course good, but this gear-box provides even better acceleration though the gears. The actual car tested had covered no great mileage, and the acceleration figures on the various gears showed no appreciable improvement on the test figures obtained with a standard Snipe.

Acceleration figures from rest, however, showed a marked reduction as a result of the quicker changes possible.

From 40 to 50 m.p.h. is an effortless cruising speed, but much higher speeds can be maintained with ease, while even at 70 m.p.h. the engine is still unobtrusive. Maximum is about 80 m.p.h. and on third and second about 55 and 35 m.p.h. can be obtained without difficulty.

While the new transmission and control are the interesting features of this model, reference must be made to the effective suspension, excellent steering, and powerful but smooth brakes.

It is a car which combines high efficiency with refinement, and, with the added attraction of this gear-box, it should achieve a still wider popularity.

WOMEN DRIVERS IN ENGLAND

Speaking at Oxford recently, Lord Nuffield paid a tribute to women drivers. He denied that they were a menace, and added that they were as good as male drivers. "If you say there are a number of nervous women drivers," he stated, "I will concede your point, but if you say they are all bad, then I entirely disagree."

Continuing, Lord Nuffield said that motorists had much for which to thank the fair sex, the latter having played a more important part in the evolution of the car of to-day than was sometimes realized. Their influence was reflected in the colour schemes, upholstery, accommodation, ease of access and body lines.

Lord Nuffield commented upon the greatly increased activity at the Morris factory, and said the day might not be far distant when they would be making a car a minute.

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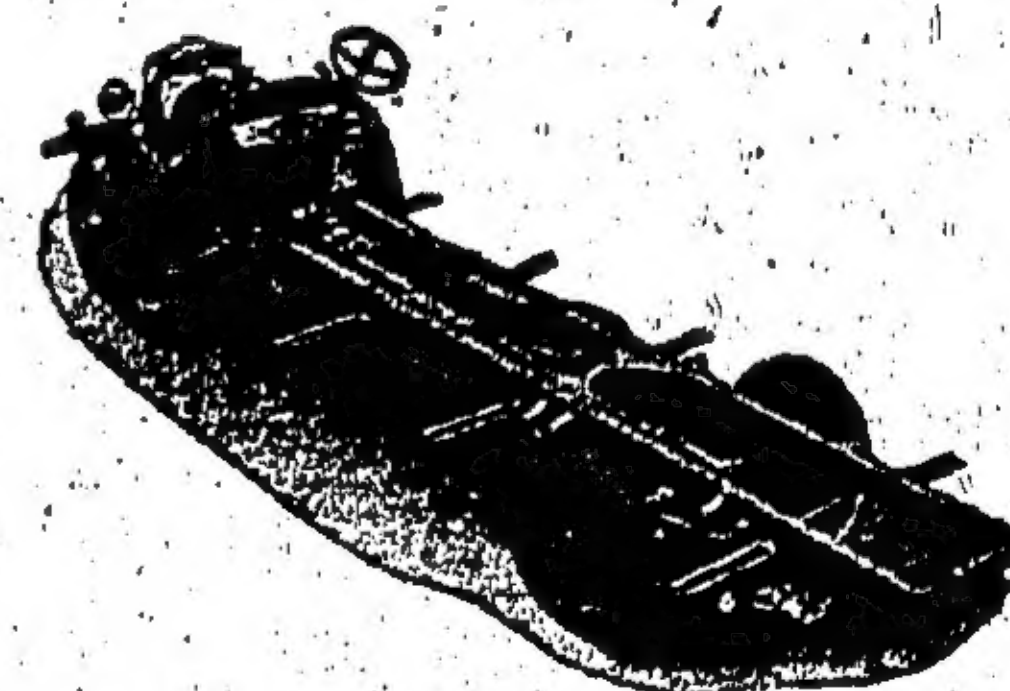
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THE FINANCES OF CHINA

And Mr. Mackie's Comments

(Special Air Mail Service)

London, March 24. The Finance Minister of China to-day summoned press representatives and told them of a communication from the British Government. According to one report of his statements, the British Government had asked Mr. Kung what he thought should be done to relieve Chinese financial difficulties, and had further promised to join with other interested Governments in giving effective assistance to China. The observer is moved to inquire what are these financial difficulties, who are the interested parties, and what could be the "effective assistance" of which Mr. Kung, quoting the British Government, speaks?

The financial difficulties of China are—this much, at any rate, one can see—not all of one sort, even though all are interrelated. As the chairman of the Hong Kong and Shanghai Banking Corporation described in his speech recently, the Chinese Government is much embarrassed by the American silver-purchasing programme. Mr. Mackie described how China had developed a large import surplus, imports in 1932 and 1933 being double Chinese exports, for which reason large exports of silver were only to be expected in 1934 as the means of balancing this disparity. The efforts and finally the success of the "silver group" of United States politicians who caused the Administration to purchase large stocks of silver in the world market gave further inducement for silver export from China. In the middle of October the Chinese Government, in Mr. Mackie's expression, "threw discretion to the winds" and imposed restrictions on the export of silver, because the country was being emptied of currency and forced into a "deflation crisis."

A Silver Loan?

The Hong Kong Bank considered these measures neither advisable nor successful, but it recognises the difficulties of the Government, and "is anxious to co-operate in any measures which will have a beneficial effect." What these measures might be he did not state, but a silver loan to the Government, against some sort of an undertaking by it to secure a reduction of the import excess (which the speaker quoted thought should not be difficult), is presumably hinted at. Whether the United States silver-buying policy would have to be stopped in order to make such a reconstruction possible Mr. Mackie did not state. This was one of those matters about which he "hesitated to make any forecast."

Wholly different from, though no doubt at some points touching, these economic difficulties are the difficulties, upon which Mr. Mackie dwelt, which the Chinese Government is experiencing in subduing rebellion in various provinces. From his brief allusion to the "escapes of 'Red armies' in Kiangsu, Fukien, and Szechuan the military commitments and the financial requirements set up by them can be understood to be very considerable. Offers of loans to the Chinese Government at Nanking for this purpose are a rather different order. They can only be considered as part of a big political programme of which, on the British side, solicitude for the security of the British capital already invested in China (about £40,000,000 in gold values) would be one element.

* Further Securities.

In the speech already quoted Mr. Mackie suggested that the Chinese Government is regularly accumulating debt at an annual rate of about £12,000,000. The Customs administration is usually called upon to provide security. This administration, Mr. Mackie said, had for twenty years exercised custodianship of the Chinese Government loans without ever falling in its duty to bondholders. If the Chinese Government were to be enabled once again to borrow in the world capital markets, further Customs security would certainly have to be provided. But no such further investment of British capital is conceivable without the backing of the British Government, which, it is important, should only be given to implement an international agree-

RAREST STAMP FOR SALE

Once Bought For Six Shillings

(Special Air Mail Service)

London, March 24. In stamp-collecting circles the chief topic of conversation is the forthcoming sale in London of the unique 1 cent stamp of British Guiana (1856). It comes under the hammer for only the second time in the 61 years that its existence has been known to philatelists. The last time it was sold, in Paris in 1922, it realized the equivalent in francs of £7,300, the highest price ever paid for a single stamp. It is interesting to compare this with the sum of 6s. paid to the original finder, a Georgetown (Demerara) schoolboy by a fellow collector about the year 1873; or even the £125 which is said to have been paid by the late Baron von Ferrari when it passed into his collection a short time afterwards.

The present owner is the widow of Mr. Arthur Hind, of Utica, N.Y., and it is the only item excluded from the sale of his vast philatelic collections, of which the bulk have now been dispersed in New York and London. Most philatelists are agreed that the 1 cent value expressed on this stamp is a printer's error for 4 cents, and this view is borne out by the fact that no other copy has since come to light in spite of every search. At present the world's rarest stamp is insured for £10,000, but it is not anticipated that it will reach that figure in the auction room.

Jubilee Issues

As the date of the King's Silver Jubilee approaches reports of impending issues of commemorative postage stamps continue to arrive from every part of the Empire. The Canadian Government announces a series of six denominations, the 1 cent green bearing the likeness of Princess Elizabeth and the 2 cents brown that of the Duke of York. The 3 cents, also printed in brown, portrays the King and Queen, while the Prince of Wales is to be portrayed on the 4 cents blue. The remaining stamps will bear a view of Windsor Castle (10 cents green) and the royal yacht Britannia (15 cents blue).

India's Silver Jubilee issue is to comprise stamps of 1, 1/2, 2, 3, 4 annas and 1 rupee, but details as to the subjects of the designs are lacking at present. The South African issue numbers four—1d., 2d., 3d., and 6d.—uniformly printed in a large traverse design twice the size of an ordinary postage stamp with the King's head in the centre displayed against a sun-rayed background and supported upon either side by springboks, while South African fruits occupy the upper spandrels. The inscriptions are in both English and Afrikaans. A view of the Victoria Falls of the Zambesi River with springboks in the foreground is to be shown on the Jubilee stamps of Southern Rhodesia, consisting of the same four values.

New Continental Stamps

Ever alive to the power of the postage stamp for purposes of political propaganda, the German authorities did not neglect the opportunity afforded by the recent "Day of Remembrance for the Dead" and introduced two special stamps. Inscribed "Heldengedenktage 1935," showing the steel-helmeted head of a typical German soldier with the suggestion of a battlefield and wire entanglements in the background after the design of Herr Mjolinir. The 6pf. stamp is printed in dark green and the 12pf. in a deep lake colour.

The eighty-fifth birthday of Dr. Masaryk was celebrated in Czechoslovakia on March 5 by an issue of four commemorative stamps bearing his portrait and autograph, the values 50 haleru and 1 krone representing him in what appears to be a yachtsman's cap and the 2 and 3 krone, in enlarged format, in hunting costume. Both designs include the dates "1850-1935."

ment to see the Nanking Government thoroughly through its difficulties. The observer of these matters from afar can only echo Mr. Mackie in regarding the outlook as inscrutable. But it is a little less inscrutable when the economic difficulties and the political difficulties of Nanking are clearly distinguished. A loan of £20,000,000, which might be effective to overcome currency difficulties, would surely not be much use in the long run for the larger purpose.

HIGHER DUTY ON IMPORTS

To Check Dumping From Abroad

(Special Air Mail Service)

London, March 24. I learn, that the Import Duties Advisory Committee has recommended to the Board of Trade that the ad valorem duty of 33 1/3 per cent. on imported steel goods should be increased to 50 per cent.

An order will be made under the Import Duties Act at an early date, and will be brought before the House of Commons for approval. The report presented by the Advisory Committee will set out the reasons for recommending the change.

The British Iron and Steel Federation applied to Sir George May's committee for an increase in the duty about three months ago. The application was accompanied by a full statement of the federation's case. More recently the industry appealed for the committee's decision to be expedited, on the ground that, in the absence of any agreement with the International Cartel, control of the home market had become a matter of urgent necessity.

Imports of steel from the Continent showed a marked rise during 1934. Complaint has been made of dumping of steel in Great Britain by Germany, France, and Belgium at prices lower than those charged in their own countries.

Stabilising Prices

The British steel industry will welcome the decision of the Import Duties Advisory Committee. Despite the duty of 33 1/3 per cent., and the difference in exchange rates, deliveries of foreign steel to the home market, increased from 850,000 tons in 1933 to 1,400,000 tons last year. That increase has been maintained this year. So long as it continues many British steel workers must remain unemployed.

The dumping of foreign steel deprives British producers of negotiating power with the formidable International Steel Cartel. A higher duty will give them a bargaining power which may determine the amount of foreign steel admitted to the British market, and will strengthen the position of British steel on world markets.

Industrialists regard the higher duty as a means of assisting the steel industry of the world. While dumping at uneconomic prices increased, it was impossible to stabilise prices anywhere, or to concentrate upon development.

Between 1929 and 1934 the world consumption of steel fell from 118,000,000 to 80,000,000 tons. The higher duty will assist in the regulation of competition in the export trade and the allocation of markets to assure economic prices.

TWO YEARS OF TRAINING

For All Frenchmen

(Special Air Mail Service)

London, March 24. The French Government propose to increase the compulsory period of service with the army.

The increase was announced in Parliament this afternoon as—

From a year to 18 months for recruits called up in April 1935, and from a year to two years for those called up in October 1935 and during 1936, 1937, 1938, and 1939.

The Government also announced that a Bill would be tabled in the Chamber providing for—

A progressive reduction of the age of conscription from 21 to 20; and

And increase of the enlistment and re-enlistment of professional soldiers.

It was emphasised that these measures do not increase the normal strength, 230,000 men, of the French Army, but were designed to fill the gap, due to the war years which would otherwise reduce the French Army to 118,000 in 1940.

Demands For Equality
Among the Press comments to-day, the "Matin," which only a few months ago decided in favour of a Franco-German rapprochement, declares: "Even with two years' military service France will be numerically inferior to Germany. France should really be demanding equality, and not Germany."

PEACE IN THE FAR EAST

Amur Frontier Situation

(Special Air Mail Service)

London, March 24. The new prospect of a Russo-Japanese understanding in the Far East owes something indirectly to a growing recognition that the alternative in present circumstances would clearly lead to something far more disastrous than could have been foreseen three years ago.

It speaks well of Japanese statesmanship that the danger is being more realistically faced in Tokyo. Recognising the growing fear in Moscow, the Japanese spokesmen have taken the greatest recent care to explain that Japan has no aggressive intentions towards Russia, for the obvious reason that the now signed settlement of the Chinese Eastern Railway controversy has removed all cause of friction. It is, moreover, argued in Japanese quarters that there are several years of hard work ahead in Manchukuo, which postulates a period of peace both with Russia and with China.

Conditions Transformed

The improved chance of settled peace in the Far East paradoxically has not been Russia's new military strength. During the past three years, as a precautionary measure in the unsettled conditions, the Russian army in the Far Eastern area and the Maritime Province has effected something like a transformation of the conditions before obtaining.

Three years ago half of the food needed by that army had to be transported from Siberia. Now the army is entirely self-supporting as a result of a three-year plan of agricultural development carried out by an Army department specially organised for the purpose. Moreover, the carrying capacity of the Amur Railway to Vladivostok has been increased five times over as a reserve expedition. The single track is being doubled. The work has already been finished nearly as far as Khabarovsk, and will be completed to Vladivostok by the end of this year.

An entirely new railway to the north of the Amur Railway is being constructed, and is expected to be finished within two years. It will connect Lake Baikal with the Sea of Okhotsk. The former circumstance of Russia's long lines of communication has now, in effect, been obliterated.

Good Roads Made

The local conditions have likewise been transformed. Good roads have been constructed in adequate numbers. Iron and concrete fortifications, gas-proof and bomb-proof, have been built. Vladivostok has been fortified. Munition factories, aeroplane factories, shipyards have been constructed. Coal is plentiful, oil from Sakhalin has been made readily available.

The whole coastline has been put into a state of defence. There is already available a submarine fleet and an air force which is regarded as adequate for the defence of the province. Tokyo is only 600 miles from Vladivostok, and could be reached in a few hours by an air force.

The defensive measures that have been taken in Russia's Far Eastern province, and its transformation into a self-supporting economic unit have had the incidental effect of emphasising the unpleasant possibilities of a serious and long-drawn-out conflict in the Far East.

To that extent Russia's military preparations have come to the help of common sense on all sides and have led to a general appreciation of the danger of inflaming passions. It does appear to be the case that the chances of a Russo-Japanese understanding are greater to-day than they have been for many months.

On the question of Germany's military equipment, the "Matin" says that her supplies are almost unlimited and her motorcars and tanks would be sufficient to transport 100,000 men.

The German army, it is added, has been highly mechanised and if a sudden attack were launched across the frontier at dawn it could be in Paris before the evening. This equipment, it is stated, includes tanks and lorries which can travel over water as well as dry land.

Other papers carry similarly alarmist accounts of the military situation in Germany.

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AT THE CINEMAS

Latest Trade Notices

"THE HOUSE OF ROTHSCHILD"

George Arliss, who has given the screen many unusual things in the way of characterization, enjoys a new experience in his best picture "The House of Rothschild" showing at the Oriental Theatre on Thursday, Friday and Saturday. For seldom does the vagaries of the drama permit an actor to play father to himself as Arliss does in this presentation.

Taking for its plot the rise to world power of the Rothschild family during the Napoleonic era and stressing the loyalty and love between its members, this picture has been pronounced the biggest production in the respective career of 20th Century pictures and George Arliss, who play both old Mayer Rothschild, the one of the five sons who did the most to win the family world renown.

There are more than seventy speaking parts in the film, the cast of which includes such screen luminaries as Boris Karloff, Loretta Young, Robert Young, Helen Westley, C. Aubrey Smith and others. Nunnally Johnson wrote the screen play which is based on a play by George Hembert Westley.

THE CRIME OF HELEN STANLEY

Ralph Bellamy, latest of the screen detective figures, in his new Columbia production, "The Crime of Helen Stanley" will be seen on Thursday at the Queen's Theatre. This is the third of a series of six police-detective mystery pictures in which Bellamy will be seen as Inspector Trent, head of the detective division of a metropolitan police department.

In "The Crime of Helen Stanley," he is called upon to solve the mystery of the murder of a popular motion picture star, killed while acting in a picture, before a hundred people and while cameras recorded the story of her death. Many persons are suspected of the deed and Bellamy's chase after the criminal leads him through a maze of studio intrigue, love, hate and intricacy until he lands the killer in his net.

In his supporting cast will be seen Gail Patrick as Helen Stanley, the murdered screen star, Bradley Page Vincent Sherman, Shirley Grey, Kane Richmond, and Ward Bond.

HALF A SINNER

Actors are notoriously superstitious. Everyone has a pet charm or pet aversion or pet something.

Stars who have risen to heights in a single year, generally are superstitious about their wardrobe and cling to some part of "it" for years. Berton Churchill, star of the "Broadway Stage," and now of Universal's comedy-drama "Half a Sinner," which is being shown at the Star Theatre, is of the latter class.

In 1925 Churchill was cast in a minor role in a play. At the time he completely stole the show and the play was rewritten to star him, the only time in the history of the modern theatre that such a thing has happened.

The costume which he wore was a definite thing and did not change with the seasons. So Churchill wore the same clothes for the three years the play ran on Broadway and the larger cities of America. When he was signed by Universal to play a similar role in "Half a Sinner" he was delighted.

Taking out his wardrobe, he saw that the attire in which he first appeared in Atlantic City, only his hat remained.

LOTTERY LOVER

"Lottery Lover" will open an engagement to-day at the King's Theatre.

Preview audiences in Hollywood, it is said, have called this film one of the most delightful of a decade. Its sprightly story concerns a crew of carefree young cadets on their first leave in Paris and its notable cast include Lew Ayres, "Pat" Paterson, Peggy Fears, Reginald Denny, Alan Dinehart, Walter King, Sterling Holloway and Nick Foran.

At the very feet of the cadets, as their training ship swings into harbour, a garter falls from the skies. And the one girl-shy lad in the whole roistering outfit draws the winning ticket to woo its owner, glamorous queen of the Parisian revues.

In the role of the fascinating star of the "Folies Bergere," Peggy Fears, "most talked-of woman in New York," makes her screen debut. Advance accounts indicate that she is a film arrival of the first rank, offering a performance which will dazzle and delight screen audiences.

In the course of "Lottery Lover" Miss Fears sings two new Jay Gorney numbers, "Ting-A-Ling-A-Ling" and "There's a Bit of Pique in You." Nick Foran likewise has a song number; and another, a romantic melody entitled "Close Your Eyes and See," is handled by Lew Ayres and "Pat" Paterson.

FLIRTATION WALK

"Flirtation Walk" the new First National musical romance is showing at the Central Theatre for the first time to-day, with Dick Powell, Ruby Keeler and Pat O'Brien in the stellar roles.

"Flirtation Walk" is a thrilling romance of glorious youth. The action takes place in Hawaii and West Point. In the all star cast, besides Miss Keeler, Dick Powell and Pat O'Brien, are Ross Alexander, Glen Boles, Henry O'Neill, John Arledge and Gail Williams.

SOCIETY DOCTOR

Following the success of "Men in White," the medical drama in which Clark Gable and Myrna Loy scored one of their greatest hits, Metro-Goldwyn-Mayer brings to the Queen's Theatre very shortly, its new story of hospital life, "Society Doctor." In the new feature the romance within hospital walls is played by Chester Morris and Virginia Bruce.

"Society Doctor" in which a lifetime of love, drama and pathos is crowded into the brief span of eight hours, tells the story of Dr. Morgan, young chief interne in an emergency hospital, and his friendly enemy, Dr. Ellis, and their competition for the love of Madge Wilson, a pretty nurse.

Morris plays the role of Dr. Morgan who feels that there is no place in his life for love or marriage. Virginia Bruce, who recently scored an outstanding hit as Jenny Lind in "The Mighty Barnum" is seen as the nurse, Dr. Ellis, is portrayed by Robert Taylor, a comparative newcomer to the screen who holds promise of progressing far in pictures.

The new drama is to be replete with thrilling action from its opening sequence to its final fadeout, with the high point of the story occurring when Dr. Morgan is shot by a gunman in the hospital. All the surgeons of the old school refuse to operate in order to save his life. Dr. Morgan directs his own operation, on himself, with his rival, Dr. Ellis, wielding the knife.

"THE LAST GENTLEMAN"

The quiet sense of humour for which George Arliss is noted on the United Artists lot is not lacking when the joke is on him.

This was proved during the filming of his latest 20th Century production, "The Last Gentleman," which Sidney Lanfield directed in association with Maude T. Howell.

When the star first walked into the set representing the drawing room of the house which he occupies in the character of Cabot Barr in this comedy which comes to the King's Theatre on Friday, a puzzled look spread over his features. "What room is this?" he inquired. "Your drawing room," grinned Lanfield.

"Mum, so it is." And Arliss, too, began to smile.

For an art director for the Joseph M. Schenck-Darryl F. Zanuck producing company had got hold of a photograph of the drawing room of George Arliss' own home in the hills which adjoin Hollywood and reproduced it on the film set.

Edna May Oliver, Janet Beecher, Ralph Morgan, Charlotte Henry and the other members of the cast smiled too, as the whole company had been curious to see how Arliss would take the joke.

For, although there are few things he likes better than a duel of wit, he has a natural dignity that makes the habitual practical joker hold his fire. But for once, someone had dared to play a prank on him and he loved it!

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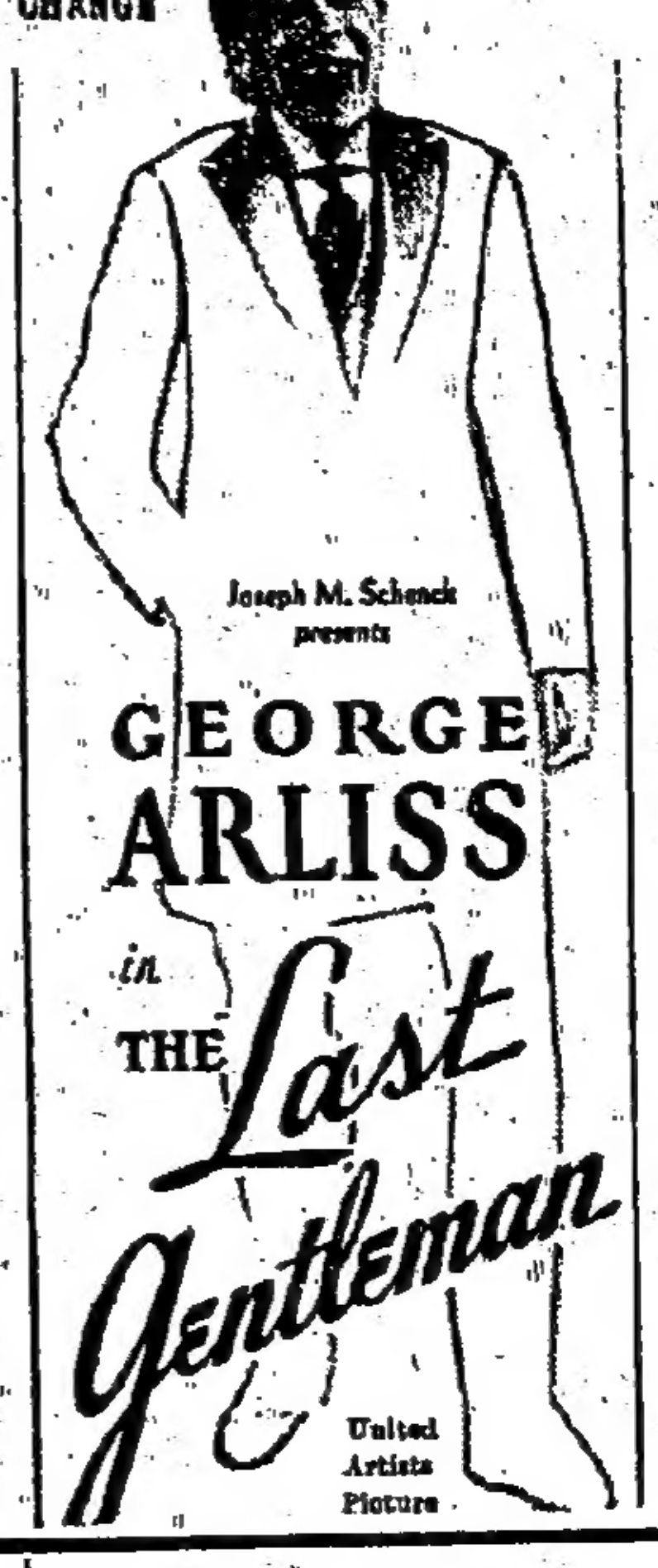
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Walter King • Alan Dinehart
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Produced by AL ROCKETT
From the story by Clifford M. Hertz
and Maurice Harkin

NEXT
CHANGEHOOD-RENOWN
COLLISIONCourts-Martial
Sequel

(Special Air Mail Service)

London, Mar. 20.

In naval circles yesterday the Admiralty's action in regard to the findings of the Hood-Renown courts-martial was the subject of keen discussion.

It is generally assumed that the Board's imputation of a share of the blame to Rear-Admiral S. R. Bailey and his chief of staff, Capt. F. T. B. Tower, is not likely to affect the appointments at present held by those officers.

Rear-Adm. Bailey took over command of the Battle Cruiser Squadron last August, and in the ordinary course would retain the appointment for two years.

Capt. Tower has been commanding officer of the Hood since August, 1933, and the average duration of such commands is two years.

It is understood that there were three previous cases which bear a close resemblance to the present one. In 1862 H.M.S. Conqueror stranded on Rum Cay and became a total loss. The captain and the master were tried by court-martial, the former being acquitted and the latter reprimanded. The Admiralty, however, dissented and placed the blame on the captain.

In 1892 H.M.S. Howe, while following the flagship into Ferrol harbour, grounded. A court-martial tried the captain and the navigating officer and fully acquitted them. Subsequently the Admiralty issued a minute dissenting from the acquittal of the captain and attributing blame to him.

The third case happened in 1905, when H.M.S. Assistance, anchored off Tetuan, dragged her anchors and went ashore. A court-martial acquitted the captain, but the Admiralty did not accept this finding and held him to be to blame.

With the absence of fuss which characterises the "Silent Service,"

MALCOLM CAMPBELL

Disappointment at Failing to Reach 300 m.p.h.

(Special Air Mail Service)

London, March 24.

Bitterly disappointed at failing to reach 300 miles an hour, Sir Malcolm Campbell yesterday wrote "Fins" to his speed trials for 1935 when he decided at Daytona Beach, Florida, was not fit for an attempt on the record. He ordered the work of packing Bluebird to be begun.

"Unfortunately we have waited in vain," Sir Malcolm told Reuters. "The beach to-day was no better, for, although there were no ripples such as those on the day I broke the record, there were undulations which would have thrown the car into the air had I tried to drive her."

"I have nothing but praise for Bluebird. She was perfect, and I do not expect any changes will be made."

Sir Malcolm added that he had made no plans for an attempt next year to better his world land-speed record of 276.816 miles an hour.

Capt. H. R. Sawbridge slipped on board H.M.S. Renown this morning and formally resumed his command. Sympathy with Capt. Sawbridge was no where more marked than among his ship's company, and they were the first to tender their congratulations upon his reinstatement. His return was a homecoming, and though there was an absence of demonstration, it was obvious that his welcome was sincere and hearty.

He courteously declined to make any statement, saying he was much too busy taking over and paying official calls.

The feeling of the ship's company was reflected by the terse remark of one of the officers, who said: "Renown is once more a happy ship."

During the forenoon Admiral Sir John D. Kelly, K.C.B., Commander-in-Chief at Portsmouth, went on board the battle-cruiser. He was received by Capt. Sawbridge and later inspected the damaged bows where repairs are in progress.

LEVEE-LIKE
SPLENDORJubilee Service A
"Collar Day"

(Special Air-Mail Service)

London, March 24.

When the King and Queen attend St. Paul's for the Jubilee Thanksgiving Service on May 6 the interior of the great cathedral will blaze with the varied splendour of uniforms, Orders and insignia, Court dress and decorations.

The scene will be as though a levee were being held. Some 4,000 invitations have been sent out from the Lord Chamberlain's office. The King, it is anticipated, will be in naval uniform.

The invitation cards stipulate that the occasion will be a "Collar Day."

This means that Knights Grand Cross and Knights Grand Commander of the various Orders will wear their collars—elaborate adjuncts to the insignia—instead of sashes.

There are a certain number of fixed "Collar Days" in the calendar. The majority are saints days and such occasions as the King's birthday, or, as in this case, the anniversary of his Majesty's accession.

Full Dress

The collars will lend an added touch of sparkling colour to a striking scene.

That of the Order of the Bath, for instance, is of gold and weighs 300z. It is composed of nine Imperial crowns and eight sceptres with roses, thistle and shamrock issuing from them, enamelled and linked together with 17 gold knots. The badge of the Order hangs from it.

Among the congregation will be members of the Royal Family, representatives of both Houses of Parliament, the Corps Diplomatique, the Services, the Lord Mayor and City Corporation, and men and women distinguished in the arts, letters and sciences.

Members of the Civil Service will wear full dress, with trousers instead of knee breeches.

TO-DAY AT THE
CINEMA

HONG KONG

KING'S:—
"Lottery Lover"
QUEEN'S:—
"The Winning Ticket"
ORIENTAL:—
"Stingaree"
CENTRAL:—
"Flirtation Walk"

KOWLOON

MAJESTIC:—
"The World Moves On"
ALHAMBRA:—
"Evergreen"

Coming

KING'S:—
"The Last Gentleman"
QUEEN'S:—
"The Crime of Helen Stanley"
CENTRAL:—
"Kansas City Princess"
"Six Day Bike Rider"
"Ruggles of Red Gap"
MAJESTIC:—
"Long Lost Father"
ALHAMBRA:—
"Six Day Bike Rider"
"Kansas City Princess"
"Flirtation Walk"

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FRANCHOT TONE
NEXT CHANGE
"Long Lost Father"
WITH
JOHN BARRYMORE

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JESSIE MATTHEWS
EVERGREEN
SUNSHINE SONGS
GIRLS
SONGS
SPECTACLE
TO-MORROW
"6 DAY BIKE RIDER"

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TO-DAY

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THE WINNING TICKET
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CABLES "SWENONIS"

AINSWORTH COMMITTED Sequel To Motor Fatality

Committal proceedings were completed yesterday before Mr. E. I. Wynne-Jones at the Kowloon Magistracy in the manslaughter charge against A. E. Ainsworth, a 34-year old European Inspector of the Star Ferry Co., Ltd. The accused, it was alleged, drove a Ford V.8 car on February 1, at about 4.40 p.m. along Nathan Road at a speed estimated to be about 45 m.p.h. and when near the junction of Nathan Road and Jordan Road, knocked down a Chinese male named Ma Ho Tai. The man subsequently succumbed to his injuries.

Defendant was represented by Mr. H. C. Macnamara instructed by Mr. J. M. d'Almeida Remedios while Mr. J. A. Fraser the Assistant Attorney General prosecuted.

At yesterday's hearing Sergeant Winslade testified to the charge which he read out to the defendant on March 11, and to which the defendant replied "I am not guilty. I have nothing to say."

Mr. J. H. B. Lee first clerk of the Magistracy deposed to the statements made by Kang Li and the defendant before Mr. A. W. G. H. Grantham at the death enquiry on February 22, into the circumstances attending the death of Ma Ho Tai after which the Crown case was closed.

NO CASE TO ANSWER

In addressing the court Mr. Macnamara said that the case for defence was that the unfortunate man met his death in a purely accidental manner, there being no possibility of negligence on the part of his client and his submission was that he had no case to answer.

Assuming that all the evidence given was correct, on that evidence alone it was insufficient to establish a case of negligence. Mr. Macnamara quoted different authorities in support of his contention.

THE QUESTION OF SPEED

The prosecution based their case on (1) that the accused was driving a car with which he was not familiar; (2) there was the question of the speed; and (3) the condition of the brakes.

With regard to speed, there is only a certain amount of evidence and that was after the defendant had passed Harper's garage, 150 yards away but beyond that there was none. It was hard to estimate the speed while passing Harper's garage and the evidence of Ah Chee was exaggerated and he (Counsel) asked his Worship not to accept the credibility of that witness's statement; that he was able to differentiate the speed of 45 and 50 m.p.h.

The car could not have been travelling at a high speed when it hit the concrete post. The question of the defects in the brakes tends to show that it swerved to the right which was in his client's favour. The man was walking on the left of the car and that was the part of the car which struck him. A car which ran into a concrete post at a high speed would have suffered a heavier damage than that.

NO NEGLIGENCE

So far there was nothing to establish the speed at which the defendant was driving. Defendant might have been driving at a slightly high speed but there was no negligence in that. On these facts counsel asked his Worship to discharge defendant.

AINSWORTH'S STORY

His Worship, however, ruled that there was a legal duty on defendant not to drive at a high speed when near the 20 m.p.h. area and besides that counsel for the defence had not touched on the skid marks at all. There was, he ruled,

a case for the defendant to answer. Going into the witness box A. E. Ainsworth stated that he was an Inspector of the Star Ferry Co., Ltd. On February 1, at about 4.30 p.m. he was driving a Ford V.8 car No. 4105 from Star Ferry to the Kowloon Hospital. Defendant wanted to stop at the Duro Garage for 'gas' but finding another car there before him drove on. When he reached Harper's Garage he estimated his speed at between 30 to 35 m.p.h. and knew that there was a controlled area near. On approaching the area defendant took his foot off the accelerator and put it on the brakes to reduce speed to about 20 m.p.h.

JAMMED ON BRAKES

After passing the area a man appeared at about 75 feet away from the car, walking north-east from the West Island. After he had seen the man he sounded his horn and the man immediately changed his direction and ran due east towards the centre. Defendant immediately jammed on the brakes but saw that it was impossible to avoid missing him with the front part of the car. Defendant thought that the only way to avoid the man was to release the brakes and make a half circle to the right. The car eventually skidded to the North Island on Nathan Road. Defendant got out of the car and had the man removed to the hospital in Mr. Spary's car. Defendant had no convictions before for motoring offences.

Cross examined by Mr. Fraser defendant said that he made a statement to Sgt. McInnis on February 1, in the presence of his solicitor. He could not say the speed at which he was about to turn the corner, and whether the brakes were in condition at the time of the accident. He learnt driving in Hong Kong and obtained his first licence on June 30, 1934.

Re-examined by Mr. Macnamara defendant said that the distance between the accelerator and the brakes was only about 2 inches, and that it was quite possible to put the foot on both at a time especially when in a hurry.

FURTHER SUPPORT

Further evidence was given on Ainsworth's behalf by Mr. W. F. Simpson, owner of the car. It was to the effect that the two dents in the mudguard were there originally and to the best of witness' recollections the brakes were then functioning normally.

In answer to Mr. Fraser's question witness said that he usually drove at a speed of about 28 m.p.h.

Mr. A. May, manager of the Duro Garage deposed to seeing Ainsworth on the day of the accident at between 4.30 and 4.45 p.m. in front of the garage inside the car after which his Worship ruled that the evidence so produced had to go to a jury, and committed the defendant to take his trial at the next session, bail and sureties as before.

rebutted the speaker for the discourtesy of his attack, and added: "The Admiral of the Africa Station is the highest representative of our greatest, most important, and most powerful friend—Great Britain."

No Longer Enemies

When he was in opposition (General Hertzog continued) he had made no secret of the fact that he regarded England as his enemy, and would not have cared if the Fleet sank to the bottom of the sea. "But now that our freedom has been restored and the enemy of former days has become our best friend, the British Navy means exactly the same to us as to an Englishman or the British people in England. There is no doubt in my mind that as long as England is our friend, so long will the British Navy have that value for me. I cannot love it as an Englishman, but as far as its value is concerned I feel the same about it as an Englishman, because the freedom of my country depends on it as England depends on it."

After again reprehending the offensive intention behind the Malanite member's question, General Hertzog declared: "There is no country we have better reason to trust and regard as our friend than England."

THE RABIES SCARE

More Dog-Bites
Reported

A European girl named Helen Weir, residing at No. 12 Stanley Terrace, Quarry Bay, was bitten on Sunday by a dog belonging to Mrs. E. Wilson, of the same address. The animal has been sent to the Kennedy Town depot for observation.

In Peking Road, Kowloon, on Sunday, two Chinese women were attacked and bitten by a terrier belonging to Miss K. F. Cheung, who lives at No. 13 Peking Road. Both the victims are receiving precautionary treatment. The animal has been removed to the Matukok depot.

Mrs. Lee, of 22 King Kwong Street, Wongneichong, has gone into hospital for treatment after being bitten by her dog.

Wong Kam, a house cooler employed at 19 Broadwood Road, was attacked and bitten by a grey chow dog in Aberdeen Street, on Sunday. He was taken to the Government Civil Hospital for treatment. Despite a vigorous search by the police, the dog has not yet been found.

Li Lockhart Road, on Sunday, Mui Wah Hing, a married woman, was bitten by a dog belonging to Tang Woo Kin, of 237 Lockhart Road, Wanchai. The victim is receiving medical treatment.

GIGANTIC PLAN

For Roads And
Bridges

(Special Air Mail Service)

London, March 24.
An important scheme of street and bridge improvements in Glasgow that will involve an expenditure of £250,000 is recommended by the Streets, Sewers, and Buildings Committee for the approval of Glasgow Corporation at its meeting to-morrow.

The scheme is the Corporation's first-year programme of work under the National Government's plan to give grants over the next five years to highway authorities towards works of improvement and new construction.

Apparently the committee intend to take full advantage of the grants to be made by the Ministry of Transport, for they also recommend that the Master of Works be authorised to prepare schemes for the succeeding four years.

To Widen Roads
Under their first-year programme the committee propose to spend £110,000 on the widening of Springfield Road, from Caledonian Works, to Charles Street; Shettleston Road, from Fenella Street to the city boundary; and Robroyston Road, from Olive Street to level crossing; and also on the construction of a new road to Renfrew, from Helen Street to Craigton Road.

The reconstruction and widening of the following weak or inadequate bridges is estimated to cost £140,300: Bridges over the L.M.S. railway lines at Dumbreck Road, Crookston Road, and Berryknowes Road; those over the L.N.E.R. lines at Colston Road, Maryhill Road, and Crescent Road; and improvement of railway bridges at Fullton Street, Robroyston Road, Cumbernauld Road, Great Western Road, Paisley Road West, and Carnynehall Road.

Around the Courts

THEATRE SUMMONED

A rather unusual case came up before Mr. Wynne-Jones at Kowloon Magistracy yesterday when the management of the Po Hing Theatre, Nathan Road, was summoned for making a false statement in regard to prices for admission.

The summons alleged that on March 18 last, Chan Wal made a false statement regarding payments for admission to the night performances of entertainment at the Po Hing Theatre.

Sergeant J. C. Whitcroft appeared for the prosecution, while Mr. P. H. Shi was for the defence.

The Sergeant stated that a witness for the prosecution was at present absent from the Colony.

The case was fixed for hearing on May 1 at 12 noon.

The summons is taken out under the Entertainment Ordinance.

CHINESE BOUND OVER

When charged before Mr. Macfadyen at Central Magistracy yesterday with having in his possession six rounds of ammunition, Wong Kam Chuen, aged 48, pleaded that the cartridges were placed in his box by mistake when he was in America.

Appearing for the prosecution, Inspector Smith stated that defendant arrived in the Colony on Saturday by the General Lee. He stayed here for one day, and was going back to the country when arrested at the Ping On wharf about 7.45 p.m. on Sunday. Defendant had in his possession two large boxes, and in the bottom of one of them the cartridges and a revolver holster were found.

Defendant told his Worship that he did not know that the ammunition was in his box, and added that when he went to America he had some trouble with the police as he did not have a passport. On his arrival there the police took his keys to search his luggage, and it was probable that the cartridges were placed in his box in mistake.

Defendant also stated that he found the holster in a prison cell where he was detained in America, and he intended taking it back to the country.

In confiscating the ammunition, the Magistrate bound the defendant over in the sum of \$100, to come for judgment if called upon within one year.

ATTACK ON WOMAN

Before Mr. Macfadyen at Central Magistracy yesterday, Lau Yee, aged 24, an unemployed hawk, was charged with cutting a woman named Leung Hau, aged 21, with a knife in Hollywood Road on Sunday.

According to Detective-Sergeant Guild the complainant was formerly the mistress of the defendant but on February 5, she left him because he was unable to support her. On Sunday about noon, defendant met complainant in Hollywood Road and they had a talk together. A few minutes later the defendant struck her over the eye and nose with a knife. Police whistles were blown, and defendant was arrested. Complainant is at present being detained in the Government Civil Hospital.

The case was remanded until Friday morning.

WOMAN ROBBED AND ASSAULTED

Fong Tong, aged 24, unemployed, was charged before Mr. Macfadyen at Central Magistracy yesterday with stealing a gold and jade hair pin from Fok Mui Wan, aged 29, a married woman, near the Murray

Barracks on Sunday, and also with assaulting her.

An application for a remand of 24 hours was made Inspector Smith, who appeared for the prosecution, who stated that when defendant was brought to the charge room, he asked the complainant to go and see a doctor, but she refused.

In reply to his Worship, complainant stated that she had already been taken to see a doctor by her family. The doctor who treated her was a Chinese doctor.

The case was remanded until this afternoon at 2.30.

Following a gambling raid at 118 Reclamation Street, first floor, conducted by Detective-Inspector R. Cunningham, the Poor Box funds have benefited to the extent of \$27.48. Shek Kam was charged before Mr. Wynne-Jones at Kowloon Magistracy yesterday with being the keeper of a common gaming house and was fined \$50, while four gamblers were fined \$2 each. The game was "pai kau."

For returning from banishment before his term had expired, Ho Sap, aged 62, was sent to prison for twelve months by Mr. Wynne-Jones, at the Kowloon Magistracy. "I will always come back, because I dare not go back to my village," remarked the defendant when he was sentenced. It was stated that defendant had six previous convictions. He was warned by his Worship that if he returned once more he would be committed for trial.

A fine of \$25, or one month's hard labour, was imposed on Ng Wah by Mr. Wynne-Jones at Kowloon Magistracy yesterday on a charge of keeping an unlicensed eating house at 10 Woosung Street. Insp. Shannon stated that on Sunday night he was in company with Inspector Cunningham and Chinese detectives when they heard shouts of "Fire!" The defendant had apparently, on seeing the police, tried to create a fire by throwing a covering over the stove and thus call a bluff.

On a charge of returning from banishment, Yu Sik Yau, aged 37, unemployed, was sentenced to six months' hard labour by Mr. Macfadyen at Central Magistracy yesterday. Defendant was banished for a period of ten years on March 12. Sentence of two months' hard labour was also passed on Hui Mo Nui, aged 80, a widow, who was similarly charged. In this case the defendant was banished on May 18, 1934.

WIN AT BROOKLANDS

(Special Air Mail Service)

London, March 24.
A woman drove a car to victory at 101.77 m.p.h. at the opening of the British motor-racing season at Brooklands.

She was Miss D. B. Evans, at the wheel of a supercharged M.G., and she won her race against several crack men drivers.

Racing began with a comfortable win for A. G. Bainton, driving his Bainton Special in a two-lap race on the outer circuit at an average speed of 85 m.p.h.

Some of the results were, 2.0 Race—A. G. Bainton (Bainton Special) 1, E. G. Hughes (Fraser Nash) 2, A. H. L. Eccles (Bugatti) 3.

Winner's speed 95.59 m.p.h. Won by 250 yds. Eleven started.

2.30 Race—Miss D. B. Evans (M.G.) 1, C. G. H. Dunham (Alvis) 2, R. K. Marker (Bentley) 3.

Winner's speed 101.77 m.p.h. Won by one length. Seven started.

**SINCERE'S
SPRING
SALE**
STILL GOING ON

PRESENTATION TO DEAN ALFRED SWANN

Mr. Mason Also Honoured

Over 150 people were present at the Cathedral Hall last evening, the occasion being to make presentations in the form of drafts to Very Rev. Dean Alfred Swann and Mr. Frederick Mason, the organist, who are shortly leaving for home.

The Rt. Rev. Bishop Hall presided, and glowing tributes were paid to the recipients by Hon. Sir Henry Pollock and Professor L. Forster respectively.

In presenting Dean Swann with a draft, Hon. Sir Henry Pollock said: "On an occasion like the present it is only natural and fitting that we should recall the many improvements which have been inaugurated by the Dean during his seven years in Hong Kong, and my only fear is that my brief summary may be incomplete."

But, before doing so, I desire to express our high regard for his earnest spiritual nature and our great regret that medical advice has compelled him to cut short his time here.

In the administration of the Cathedral the Dean has made important improvements, for to him we owe the institution of the electoral roll, which now numbers 350, and the large and representative Cathedral Council, composed partly of women, which has taken the place of the former Church Body of six, consisting exclusively of men. In short the Dean has succeeded in making a very much larger number of persons responsible for the internal management and affairs of the Cathedral, with the result that our Annual Meetings have become a friendly and useful gathering of really interested people.

Another important reform inaugurated by him has been the starting of the scheme of goodwill offerings, which now plays a central part in our finances.—Let me give you a few figures.—In 1929, the year before the goodwill scheme started, the Cathedral received from donations, offerings and pew-rents the total sum of \$13,310, of which pew-rents amounted to \$1755 only. In 1933, the receipts from the goodwill scheme and offerings totalled \$28,146 (almost exactly double those of 1929), and in 1934 totalled \$22,558.

The next subject which I will deal with is, I know, very dear to the heart of the Dean, namely, the Children's Services. Here great strides forward have been made.

For the past seven years Children's Services have been held in the Lady Chapel every Sunday and also on Christmas Day and Good Friday, the Chapel being filled to overflowing with children, parents and guardians. At the same hour a kindergarten Sunday School, which was started only a few months ago, is held in the Cathedral Hall in order to provide suitable instruction by certificated lady teachers to children between 4 and 5 years of age.

In the Happy Valley the former Cemetery Chapel, a dark and dismal building, has been renamed the Chapel of the Resurrection, and is now properly cared for and is equipped for the holding of Church Services and for Sunday school teaching.

Altogether an average of about 100 children attend the three Children's Services in the Lady Chapel, the Cathedral Hall and the Chapel of the Resurrection.

Holy Communion

I now pass on to the most important point of all, in connection with our Services, namely the very largely increased attendances on Sundays at Holy Communion, which most people will agree is by far the most vital of the Services of our Church.

The Presentation

I now come to the subject of the Dean's retirement, and I must state candidly that I dislike that word, "retirement," because it rather suggests that a man is going to be laid up uselessly on a shelf. In the case of a comparatively young man like the Dean any such idea is absurd. The future which I envisage for him is something entirely different.

In the first place I forecast that, after the needful period of rest and recuperation, the Dean will be completely restored to health, and, next, I predict that, in his future parishes in England, he will find much useful work to do and that he will set to manfully to perform it.

Dean Swann, it only remains for me to present this draft to Mrs. Swann and you, together with our best wishes for the future health, happiness, and prosperity of you and your family. (Applause)

DEAN SWANN

Dean Swann replied by expressing gratefulness for what Sir Henry Pollock had said and for the way in which it had been received. He wanted to thank them quite definitely not only for the presentation but also for the charming gift which the members of the Mothers' Union had presented to his wife a few days ago. His time in Hong Kong had been exceedingly strenuous and he had realised that it was much harder work than four years of war. Although the work was very strenuous he had been exceedingly happy, and as he looked back the seven years he had been here he remembered all the people whom he owed very much.

Dean Swann then referred to some of the people who had made his work here a very happy one and added that the clergy here was exceedingly lucky to have Rev. H. W. Baines. He felt very thankful to be able to leave the Cathedral in his charge under the Bishop.

In conclusion, Dean Swann thanked the Bishop for all that he had done for him, and thanked the clergy for their friendship, their help, and now their generosity.

Presentation to Mr. Mason

The Bishop then called upon Professor L. Forster to make the presentation to Mr. Mason.

In doing so, Professor Forster said:—

"In many ways I am quite unqualified to perform this very pleasant task, not the least being my incapacity to appraise at its right value Mr. Mason's work as an organist."

In 1929 Mr. Mason came to Hong Kong and immediately made his presence felt not only as an organist in the Cathedral but also in the schools as a trainer of voices. The Colony in general as well as the members of the congregation of St. John's Cathedral have reason to be grateful for the splendid services Mr. Mason has rendered to music, but of course it is with his work in the Cathedral that we are chiefly concerned.

No one who has been in Hong Kong for the past 10, or 20 years, could possibly deny that the present Cathedral services are rendered with the quality and beauty that far surpasses anything which went before.

I myself never realise how much the music means in a service till I get to where it is not available. The Church has always, however, insisted on high standards in this part of the service.

Mr. Mason's work as a musical director in this Colony needs no commendation from me—it is too well known. I shall miss his cheerful presence and his vigour and you will miss him much also.

It is because you will miss so much that you ask me to convey to him your token of goodwill and remembrance. I have great pleasure in doing so and trust that he will carry away from Hong Kong memories of us, as pleasant as those we shall retain of him. I cannot put it higher than that.

MR. MASON'S WORK

Mr. Mason suitably replied saying that it was a truly embarrassing moment for he did not deserve in the least what Professor Forster had said of him. He thanked the members of the choir for their help and also the clergy for their presentation.

Bishop Hall and Lady Pollock also spoke, paying tributes to the work done by Dean Swann and Mr. Mason for the Cathedral.

CHANGING A LONDON NAME

The London County Council has agreed to allow a familiar piece of street near the Brompton Oratory to change its name.

Hitherto it has been part of the Fulham-road. Now it will become the end of the Brompton-road.

The houses concerned bear the first numbers in Fulham-road and

CORRESPONDENCE

[All letters intended for publication must be accompanied by the name and address of the writer, not for publication, unless so desired, but as evidence of good faith.—Ed.]

OVERCROWDING IN THE BUSES

[The Editor of The Hong Kong "Daily Press"]

Sir,—In a letter which appeared in your columns on 5th April, I drew attention to the serious overcrowding of the Buses following the introduction of the 5 cent fares—I speak in particular of the Kennedy Town—Tai Hang route. No action whatever seems to have been taken by the Authorities to stop this and the Buses continue to be dangerously overloaded.

I am told that the reason for this was that on certain Buses, 5 cents only was charged for both 1st and 2nd Class. In any case, it seems to me that if this state of affairs is allowed to continue, a serious accident will inevitably occur.

The token put into use by the Bus Company have, under instructions from the Government, now been withdrawn, and it is now a matter for the Traffic Department to see that regulations as regards carrying capacity is adhered to. I counted a 35 passenger Bus carrying a load of 58 recently, and as the Buses are fairly old, I wonder what would be the result of a bad skid, and who would be held responsible in the event of casualties.

MOTTISFONT.

Hong Kong, April 8.

THE CINEMAS

[The Editor of The Hong Kong "Daily Press"]

Sir,—This question of Cinema prices which you review to-day should be linked with the equally important one of the quality of the shows given—not only in relation to the exorbitant charges, but also from the point of view of the theatre-goers.

It is no exaggeration to say that except for the few good, "big" pictures, the level of entertainment offered is an insult to the intelligence of people in Hong Kong, and is far below that obtaining in any other of the major ports in the East.

The idea seems to get people in for the big pictures and to fill up with any old Hollywood rubbish that Distributing Companies have wished on to the theatres: yesterday for example, one of the fill-ups at the King's was dated 1933.

Compare, now, what Hong Kong gets with other places. Singapore theatre owners are not so greedy as Hong Kong and only three shows per day of about 2½ hours each. They have a large number of British news reels, which they make a feature of as well as "shorts" of pretty good quality. Prices are \$1.50 and \$1.

In Australia, one gets an amazing lot for a small amount of money, in comparison with Hong Kong.

Two big pictures, British news reels, shorts and a large orchestra, with, frequently, turns on the stage,—and one need never pay more than 1/8, equal to 65 cts. here.

From this brief comparison it appears how slack and backward the theatre proprietors in Hong Kong are. Even this excellent picture "Evergreen" was released in New Zealand last October, and Singapore has had "Bengal Lancer" over a month ago.

The trouble seems to be that the theatre people are entirely under the thumb of American interests, quite forgetting this is a British Colony with a large preponderance of people who are bored stiff by the uninteresting American news reels doled out.

Even if the Film Trusts are too strong to allow British pictures at once, surely we might have British news reels—without the American announcer.

In this respect Singapore is again far ahead of Hong Kong, and have snapped their fingers at the Film Trust, making their own contracts direct with London.

As a piece of constructive criticism, I would suggest that a cut of 50% in the price of seats, and an increase of 50% in the quality of the shows, would about meet the case to-day.—Yours etc.

Hong Kong, April 8.

adjoin the last numbers in Brompton-road.

Some future historian of London may be puzzled to find that the numbers in the Fulham-road stars in the fifties instead of from one.

MR. S. HAROON LAID TO REST

At Mohammedan Cemetery

The funeral took place at the Mohammedan Cemetery last evening of Mr. Solomon Haroon who passed away at the French Hospital on Sunday, following a lengthy illness.

Up till the time of his death, Mr. Haroon held the position of Senior Reporter in the "Daily Press" and always ready to lend a helping hand to his juniors, he was well-liked and respected by all who knew him. He was a member of the Indian Recreation Club and as a mark of respect, the Club's flag was flown at half-mast yesterday.

Mr. Haroon was only 33 years of age and leaves a widow and five children to whom the very deep sympathy of a large circle of friends is extended.

The service was taken by the Mufti of the Mosque, and amongst the large number of friends who had gathered to pay their last respects were Lieut. Col. H. L. Murrow, D.S.O., Managing Director of "The Hong Kong Daily Press, Ltd." Mrs. R. Ramsey, Messrs. E. C. Fincher, C. C. Lal, M. K. Lo and M. F. Key (representing the Rotary Club), C. M. S. Alves, R. M. da Rocha, Wai Po-cheung, Choa Po-yew, S. R. Ismail, H. M. H. Esmail, Lau Man-cho, S. D. Ismail, D. Rumi, U. M. Omar, R. M. Omar, Dr. H. el Arculli, Messrs. E. el Arculli, F. M. el Arculli, O. el Arculli, Jnr., M. el Arculli, S. A. Ismail, W. Zimmer, E. Sadick, R. F. Forbes, M. P. Madar, A. H. Madar, A. Baker, Pang Kwok-sui, M. Abdullah S. A. R. Ismail, A. S. Suffiad, A. K. Ismail, Wong Kam-fat, members of the Chinese staff, "Hong Kong Daily Press, Ltd." and many others.

MR. WALTER SKIPTON VALLANCE

The funeral of the late Mr. Walter Skipton Vallance, of the Royal Engineers, who died under tragic circumstances on Saturday afternoon, took place at the Colonial Cemetery, Happy Valley, yesterday. Full military honours were accorded.

The buglers of the Royal Engineers sounded the "Last Post." The service at the graveside of the deceased was conducted by Rev. E. G. Powell of the Union Church.

The deceased who was only 24 years of age, was a native of Inverness, Scotland.

THOSE PRESENT

Those present at the funeral were Captain P. F. Foley, R.E.O.C. 22nd A.A.S.L. Coy., Lt. Col. H. M. Fordham, M.C.R.E., Major D. H. Steers, O.B.E., R.E. (representing the Chief Engineer of the China Command), Major E. E. O. Dixon, M.C.R.E., Lt. J. O. Pathello, R.E., Captain G. Thomas, R.E., Captain D. M. Eley, R.E., and 150 officers and men.

Weaths were sent by Major General and Mrs. O. C. Borrett, the Sappers No. 1 Section, 22nd A.A.S.L. Co., R.E., Sappers No. 2 Section, 22nd A.A.S.L. Co., Sappers No. 3 Section, 22nd A.A.S.L. Co., Junior N. Co., 22nd A.A.S.L. Co., W.O. and S.N.O.s, 22nd A.A.S.L. Co., Junior N. Co. and Men's Mess, Royal Signals, Captain P. F. Foley, R.E. Company Commander, All Ranks, Royal Artillery, H.K., All Ranks, Royal Army Service Corps, All Ranks, 40th Fortress Co., R.E., All Ranks, Royal Engineers Officials, China Command, and others.

FLORAL TRIBUTES

Wreaths were sent by the following:—Lt. Col. H. L. Murrow, D.S.O., Dr. S. To Wong, Messrs. G. A. Harriman, C. C. Lal, O. H. Benson, P. M. N. da Silva, W. H. Young, S. V. Gittins, E. C. Fincher, Wong Kam-fat, Pang Kwok-sui, Ng Chung-chiu, Lau Man-cho, N. C. Laurenciano, Marker and Tse, Lau Kwok-tung, Luke, Giffen, and Abbas, J. Pestonji, Hau Hing, W. A. Zimmer and George She, J. A. Victor and brothers, Pang Kwok-fat, Pang Shau-chun, W. J. Carroll and A. H. Carroll.

Mrs. F. Wong and family, and Miss Violet Yeu.

The Hong Kong Daily Press, Ltd., the Lino Operators, Hong Kong Daily Press, "The Make-up Men," Hong Kong Daily Press, the Book-binding and Press Department, Hong Kong Daily Press, the Editorial Staff, South China Morning Post, Editorial Staff, Hong Kong Telegraph, the Editorial Staff, China Mail and Sunday Herald, the South China Daily News, and Messrs. Lo and Lo.

MRS. J. C. FAIRBURN

The funeral of the late Mrs. Kathleen Fairburn, who passed away on Sunday at the French Hospital, took place at the Colonial Cemetery, Happy Valley yesterday.

The late Mrs. Fairburn was the wife of Mr. J. C. Fairburn, Assistant Measurer, Sworn Measurer's Office.

Mr. and Mrs. Fairburn have only been in Hong Kong for a short time, Mr. Fairburn taking up his present post two years ago, while Mrs. Fairburn joined him here six months later.

At the funeral yesterday, Rev. H. W. Baines of the Church of England performed the burial service.

FLORAL TRIBUTES

There was a large number of wreaths sent by the deceased's friends and relatives and among them were—Tommy, Mickey, Elsie and Fred, Alfred and Marjorie, Kenneth, D'Arcy, Doris, Helan and Hugh Fish, Topsy, John and Pip, Tinn and Peter, Rita Taylor, Ina Dunnett and Leonard Scott.

Mr. and Mrs. W. Fairburn, Mr. James H. Hoare, Mrs. H. T. Buxton, Mr. H. R. Remmelink, Mr. and Mrs. John Shaw, Mr. and Mrs. S. A. Gray, Mr. and Mrs. W. M. Groves, Mr. and Mrs. Gordon Castle, Mr. and Mrs. R. H. Kotewall, Mr. M. Bergant, Mr. and Mrs. E. C. Hudson, Mr. E. M. Beavis, Mrs. Norah Homes, Mr. and Mrs. T. O. S. Alexander, Mr. D. W. MacEwen, Mr. and Mrs. O. T. Shannon, Mr. R. J. Clatterbuck, Mr. B. T. F. Flanagan, Mr. and Mrs. Allister Sommerfelt, Mr. and Mrs. Linker, Canton, Mr. J. Hylop, Mr. Charles

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NEW ADVERTISEMENTS

THE FANLING HUNT AND RACE CLUB.

POSTPONED SPRING MEETING.

THE meeting which was to have been held on Sunday last, the 31st March, 1935, and which was postponed on account of Rabies, has been abandoned.

It has been decided to run The Ambulance Cup Race, and a Country Race for Ladies (Post Entries), at Kwanti, on Saturday, the 13th instant, at 3.30 p.m. There will be no Pari-Mutuel or Cash Sweep conducted on this date.

Entry Fees paid by members will be credited to Members' accounts.

By order of the Stewards,
THOMSON & CO.,
Secretaries.

8th April, 1935. [3115]

THE FANLING HUNT AND RACE CLUB.

THE AMBULANCE SWEEP

It has been decided to run the Ambulance Cup Race, at Kwanti, on Saturday, the 13th instant, at 3.30 p.m.

The Draw for the Ambulance Sweep will take place on Thursday, the 11th instant, at 5.30 p.m. at the Chinese Chamber of Commerce, Connaught Road.

Ticket holders are invited to be present.

J. C. MACGOWN, In Charge
A. MORRIS, of the Sweep.
8th April, 1935. [3416]

THE HONG KONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS

NOTICE is hereby given that the ONE HUNDRED AND FIFTIETH ORDINARY MEETING of Shareholders in the Company will be held at the Office of the Company, Queen's Building, Victoria, Hong Kong, on WEDNESDAY, the 10th April, 1935, at 3 o'clock p.m., for the purpose of receiving a Report of the Directors, together with a Statement of Accounts, and re-electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from 4th April to the 10th April, 1935, both days inclusive.

By Order of the Board of Directors,
H. DA LUZ,
Acting Secretary.

Hong Kong, 19th March, 1935. [3344]

A. S. WATSON & CO., LIMITED.

NOTICE is hereby given that the FIFTIETH Annual Ordinary General Meeting of the Company (since its registration) will be held at the Hong Kong Hotel, Hong Kong, on Tuesday, the 16th April, 1935, at 11.30 A.M., for the purpose of receiving the Report of the General Managers, together with a Statement of Accounts for the year ended 31st October, 1934.

The Register of Shares of the Company will be closed from Thursday, the 11th day of April to Wednesday, the 17th day of April, 1935, both days inclusive, during which period no transfer of shares can be registered.

JOHN D. HUMPHREYS & SON,
General Managers.
Hong Kong, 3rd April, 1935. [3402]

THE INDO-CHINA STEAM NAVIGATION CO., LTD.

THE Fifty-fourth Ordinary General Meeting of the Company will be held at the Offices of the General Managers, Messrs. Jardine, Matheson & Co., Ltd., Pedder Street, Hong Kong, on Thursday, 18th April, 1935, at Noon, for the purpose of receiving the Report of the Directors, passing the Accounts, and electing Directors and Auditors.

The Transfer Books of the Company will be closed from the 10th April to the 1st May inclusive.

By order of the Board,
JARDINE, MATHESON & CO., LTD.
General Managers.
Hong Kong, 3rd April, 1935. [3408]

ADVERTISEMENTS.

NOTICE.

NOTICE is HEREBY GIVEN that Mr. John Archibald Ritchie, A.R.I.B.A., has been admitted as a Partner in the Firm of Messrs. Palmer & Turner, as from the 1st day of April, 1935.

PALMER & TURNER.
[3508]

CLUB DE RECREIO

7TH ANNUAL ATHLETIC MEETING

SUNDAY, 23RD APRIL, 1935.

OPEN RELAY RACE, Teams of 4 (2 of 220 yards and 2 of 440 yards). Race to be run at 4.00 p.m. Post-entries from teams will be accepted.

FRED A. XAVIER,
Hon. Secretary.

[3396]

ST. STEPHEN'S COLLEGE, STANLEY.

THE Summer Term will begin on Thursday, April, 11th, when New Students, whether Boarders or Day-boys, should attend for examination at 9 a.m. Prospectuses may be obtained from Mr. Li Hoi Tung, Messrs. Banker & Co., Bank of China Building, or The Warden, St. Stephen's College, Stanley.

[3397]

THE HONG KONG JOCKEY CLUB.

DRAFT Programmes and Entry Forms for the Fourth Extra Race Meeting, to be held on SATURDAY, 20th and MONDAY, 22nd APRIL, 1935 (weather permitting), may be obtained at the Secretary's Office, Gloucester Building, The Club House, Happy Valley, the Hong Kong Club, and the Stables, Shan Kwong Road.

Entries close at 12 o'clock NOON on THURSDAY, the 11th APRIL, 1935.

By Order,
C. B. BROWN,
Secretary.

3409]

SOVIET NEWSPAPERMAN PUNISHED

[Special to the "Hong Kong Daily Press" (Copyright).]

Moscow, April 7. Because not a single line was published in their newspaper about Mr. Eden's visit to Moscow or his negotiations with the Russian Government, the entire editorial staff of a Soviet Communist paper in Kulybcheff, formerly Samara, have been dismissed and replaced by other editors at the instigation of a Communist party commission. When called to account for the silence on this subject, the chief editor declared that he considered the matter not sufficiently interesting to Soviet Russian readers.

Transocean Kuo Min.

BASLE ELECTION

[Special to the "Hong Kong Daily Press" (Copyright).]

Basle, April 7. A majority for the Socialist Government was the outcome of the election held on Sunday in the canton of the city of Basle. At the first part this municipal election held a fortnight ago, two Socialists and one of the bourgeois candidates were elected while on Sunday two Socialists and two bourgeois headed the poll so that now the Canton government consists of four Socialists and three bourgeois as against two Socialists and five bourgeois heretofore.

Transocean Kuo Min.

FRENCH AIR SERVICE TO S. AMERICA

[Special to the "Hong Kong Daily Press" (Copyright).]

Paris, April 7. Almost simultaneously with the start of the Graf Zeppelin from Friedrichshafen on her first South America voyage in the 1935 season, the first triple-engine airplane of the French-South American post service took off at Le Bourget. On this line, only French machines will be used. The entire post from European countries destined for South America are being conveyed by airways whereby a great time-saving is expected as South Atlantic from now onwards will be crossed by air instead of as heretofore by fast steamers.

Transocean Kuo Min.

MARRIAGE

WALKER-McPHER—On April 2, 1935, at the Union Church, Shanghai, by the Rev. C. W. Allan, Mary Lavina, daughter of Mr. and Mrs. Douglas McPhee, of Vancouver, B.C., Canada, to Alan Field Walker, son of Dr. and Mrs. R. F. Walker, son of Dr. and Mrs. R. F. Walker, of Eppingham, Surrey, England.

DEATHS

LAMPERSKI—On March 31, 1935, at Bremen (Germany), Albert W. Lamperski, aged 53 years, Manager of the Export Department of Messrs. C. Melchers & Co., Bremen.

WILKINSON—On April 1, 1935, at the Country Hospital, Shanghai, Hiram Parkes Wilkinson, K.C., M.A., B.C., L. Oxon., at the age of 68.

MARTIN—On April 2, 1935, at the Country Hospital, Shanghai, Gordon, aged 3 months, dearly beloved son of Mr. and Mrs. L. J. Martin.

Editorial and Business Office: 11, Ice House Street, Tel. 30251.

Night Editor (Wanchai Office): Tel. 24511.

London Office: 53, Fleet Street, E.C. 4.

The Daily Press.

HONG KONG, APRIL 9, 1935.

SOLDIERS' MASCOTS

Although everybody is looking forward to the Jubilee Celebrations, it would not be unnatural to suppose that the trouble and work involved in the preparations must sometimes cause a certain amount of anxiety. The Welch Regiment, for instance, are not a little worried over the Royal Review. It may be taken for granted that the appearance of the troops will be smart. Their marching, for one thing, does them credit; their buttons scintillate and their ceremonial drill is sheer prestidigitation, but here one must pause to ask, what about the goat? So far as the men are concerned, they can answer for themselves without the slightest doubt, but who will take on the responsibility of going bail for the mascot? The Regiment, as is well-known, has had long experience of the species, but goats are what may be termed individualists, each requiring treatment on his merits (or would demerits be a more suitable word?). It has been said that Taffy the Sixth has a long record of demerits, starting off by behaving insubordinately when brought from Windsor Great Park to enrol. He attempted to wind the Goat Major! Then when a record was being made of the massed bands at the Aldershot "Tattoo" who was it that spilt everything by bleating into the microphone? When they parade at Aldershot this year, the Regiment cannot very well confine the goat to barracks for the King would certainly ask what they had done with his gift. The result is therefore, that unless the special course that he is being put through purges him of his original in (which all goats contain at a high pressure to the square inch), the Regiment may find themselves in mid-Review on the horns of their dilemma.

It is the independent conduct of the goat which recommends him to the Army in which all must proceed with strict obedience and regularity. The Royal Welch Fusiliers (who might like to act as consultants in the case of Taffy) have marched with a goat in the van from time immemorial. The Warwickshire give their Crest verisimilitude with a black buck while the Irish Guards, till recently, had as their mascot a wolfhound which tried to desert to another Regiment. No doubt there must be many other mascots, but is the practice of keeping a four-footed ally so common as of old? The opinion has been expressed that it is an amiable and ancient custom which the modern mechanised Army is tending to forget. Although pets are not officially regarded as "on the strength" of a regiment, the habit of cherishing them is an age-old one which may be said to have Royal Assent. The King's gift to the Welch Regiment is proof of this, as well as Queen Victoria's interest in the Berkshire dog. Much, of course, depends on the indulgence of the Commanding Officer and insofar as the Navy is concerned even a bear has not been thought too eccentric. The oddest mascot, however, was perhaps the one of the Brigade of Guards who found a Babe in the Wood in the

EXECUTIVE YUAN

Passes Bond Regulations

[Special to the "Hong Kong Daily Press" (Copyright).]

Nanking, March 27.

Regulations governing the issuance of the 24th Year Financial Bonds, amounting to \$100,000,000, together with the amortization table, were adopted by the Legislative Yuan at a meeting this morning.

The regulations, it may be recalled, were approved in principle by the Central Political Council at a meeting last week and referred to the Legislative Yuan for detailed examination. The main purpose of the issuance of the bonds, as stated by the Government, is to facilitate repayment by the Ministry of Finance of loans and advances from the Central Bank of China, the Bank of China, and the Bank of Communications, and to relieve the depressed market conditions.

According to the regulations, the loan bonds are to be issued at full face value on April 1. They will bear an interest rate of 6 per cent per annum, and the payment of interest is to be made twice a year on March 31 and September 30 respectively.

The loan bonds are to be issued for a period of ten years. During the first four years, the redemption of capital will be held by drawing on March 31 of each year, while during the latter six years, drawing for capital redemption will be made twice a year on March 31 and September 30.

The loan is to be secured upon the newly increased Customs revenues from which the Customs Inspector-General is to be ordered to appropriate, according to the table drawn up for the redemption of interest and capital and deposits, to the National Loan Sinking Funds Administrative Committee, through the Central Bank of China. The bonds, according to the regulations, will be issued in denominations of \$100, \$1,000 and \$5,000.

China United Press (by Mail).

SARAZEN AND WOOD

Tie For First Place

Augusta, April 7.

Craig Wood, the New Jersey golfer and Gene Sarazen tied for first place in the Georgia Masters tournament to-day, the only one in which Bobby Jones now takes part.

Bobby Jones the greatest golfer of all time finished equal 25th with a score of 297, his rounds being 74, 72, 73, 78.

Craig Wood and Sarazen both did the four rounds with an aggregate of 282.

Wood's figures were 69, 72, 68, 73, while Sarazen went round in 68, 71, 73 and 70.

Sarazen did an inward 33 including a two at the fifteenth which is a par 5 hole. In accomplishing this Sarazen holed a spoon shot for "the best shot of my life" as the golfer afterwards described it.

Lawson Little, famous American champion finished sixth in the tournament with an aggregate of 288 composed of 74, 72, 70, 72.

Craig Wood and Sarazen will play off their tie to-morrow.

Reuter.

SIX CHILDREN KILLED

Bombay Explosion

Bombay, April 8.

Five little boys, one small girl, two women and four men were killed, and six others were seriously injured, in a terrific explosion in a factory on the outskirts of Bombay yesterday, where fireworks were being made for the King's Jubilee celebrations.

The victims were flung bodily for a considerable distance and limbs were found as far as five hundred yards from the scene of the blast.

Reuter.

form of an unclaimed boy, in New Forest, and "adopted" him. The boy was subsequently sent to school at the Gordon Boys' Home.

THE WORLD THIRTY YEARS HENCE

Speech Heard In A Dream

(Special Air Mail Service)

London, March 24.

Mrs. Eva Hubback, president of the National Council of Women for Equal Citizenship, took a risk when she opened the council's annual meeting at the Millicent Fawcett Hall. Instead of the usual presidential address she gave what purported to be a speech she had heard in a dream, made in 1966 by the last president when the council, having achieved all its aims, came to an end.

The delegates, puzzled at first, were greatly interested in Mrs. Hubback's suggestion that by 1966 the world might have disarmed nationally and established an international Air Force, and that the population in England and Wales having been reduced by a third and the population under fifteen halved; there would be no unemployment problem in this country, and no poverty, since the system of family allowances would be established. She thought that women would have equal pay with men, but that the proportion of women on the labour market would be smaller, and that the number of unmarried women would also be small, because so many men would no longer seek work in the Dominions, in India, or in the colonies.

DIVORCE LAWS

The reform of the divorce laws would have made it possible for marriages to be dissolved for several reasons. The standard of married life would therefore be raised, and husbands and wives would be careful to treat each other courteously. People would realise that the teaching of birth-control clinics had been too successful, and the decline in the number of children would lead to the encouragement of desirable parents to have larger families. The school-leaving age would have been raised to fifteen, with part-time continuation schools for all young people under eighteen. A new problem might, however, exist

in 1966 because of the unique preponderance of old people.

Mrs. Melhuish, of Bolton, then moved a resolution, which was carried unanimously, welcoming the Government's intention to hold an inquiry into the manufacture and sale of armaments, and urging that the Commission appointed should take evidence on oath and have access to all relevant documents.

TO END A SCANDAL

"The Prime Minister's recent decision that we are to join in an armaments race and spend several million pounds on preparation for war," Mrs. Melhuish said, "must make us show that public opinion demands investigation into the whole question and will not be satisfied with any mere surface inquiry. We demand an inquiry into the affairs of some of the most powerful industrial organisations of the world. We want to put an end to the scandal of profit-making out of death."

A resolution calling for the immediate publication of the report of the Departmental Committee on the admission of women to the diplomatic and consular services was moved by Mrs. Oliver Strachey, who had much to do with the supply of evidence to that committee. Mrs. Strachey said that the report of the committee, which was appointed in January, 1934, and took evidence in the next three months, had been presented to the Cabinet but had not yet been published, though it is to be published.

The council carried a resolution urging the Government to pass legislation giving married women the same position in regard to nationality as men.

Miss Alison Neilans pointed out that, because of our bad nationality laws, a regular trade is carried out in this country in marrying foreign women to English husbands, who thereby give their English nationality, and who never see them again.

KWANGTUNG'S MARITIME DEFENCES

Canton, April 8.

Owing to the importance of defence measures for the protection of the southern maritime districts of Kwangtung Province, it is reported that General Chan Chi Tang has decided to despatch Admiral Cheung Chi Ying to the south on a tour of inspection.

It is reported that Admiral Cheung is a native of the south and being familiar with the coast districts, he has been selected as the most suitable man for such an important mission.

Admiral Cheung and other officials of the mission will leave here early this month and Admiral Cheung has also been granted 14 days leave to visit his ancestral graves in the Yam District.

During his absence, Vice-Admiral Li Hing Man will act for him at the Navy Department.

Nam Wah Yat Po.

DISMISSAL OF TICKET INSPECTORS

Canton, April 6.

It is reported that Superintendents Li Shin Lun and Li Luk Chin of the Yueh Han, Kwang Shui, Kwang Sam and Canton-Kowloon Railways have decided to discontinue the services of Ticket Inspectors, beginning from the 1st of this month, owing to the irregularities and unnecessary interference with passengers' luggage etc.

The duties of the Ticket Inspectors were only to examine passengers' tickets and not to behave like Customs searchers, but they are alleged to have misbehaved themselves.

It has now been decided to dismiss all the Ticket Inspectors and entrust the duties of ticket inspecting to the railway guards, which will mean a saving of over one thousand dollars in wages per month.

Nam Wah Yat Po.

LOCAL AND GENERAL

One case of diphtheria, one of enteric fever and four of cerebrospinal fever were reported for the 24 hours ended on April 7.

The R.M.S. Empress of Asia arrived at Shanghai on Sunday, left the same evening for Nagasaki where she is due to-day and will sail the same evening for Kobe, Yokohama, Honolulu, Victoria and Vancouver.

A piano recital will be given by Madam Madalah, Masson at the Helena May Institute on Thursday, April 11, at 9.15 p.m.

A tea party was given at the Gloucester Restaurant yesterday by the School of Accountancy on the occasion of the School's first anniversary and the presentation of the Gold Medal, awarded by the International Institute of Accountants, to Mr. Thomas K. Young.

With an area of 18,000 sq. feet and situated near Tai Lam Chung, a piece of land known as Tsim Wan Inland Lot No. 22 was sold by public auction at the Crown Land

Office yesterday to the only bidder, Mrs. V. Reynolds, c/o Mr. Loke Ying Cheung, of Bank of Canton Building, at the upset price of \$540. The annual rental for the lot is \$82.

H.M.S. Berwick left yesterday for Amoy.

H.M.S. Medway and submarines arrived back from Manila yesterday morning.

H.M.S. Calcutta, with reliefs for the Yangtze, arrived in Hong Kong yesterday morning. She will proceed to Woosung on Saturday.

The Hong Kong dollar opened unchanged at two shillings yesterday morning, but in the afternoon rose 1/8th. The business rates were about 2s. 0.3/8d. and 2s. 0.7/16d. the market being steady.

An examination for Associates of the Institute of Bankers, London, is being held on the premises of the P. and O. Banking Corporation, Ltd., 101, 103, 105, 107, 109, 111, 113, 115, 117, 119, 121, 123, 125, 127, 129, 131, 133, 135, 137, 139, 141, 143, 145, 147, 149, 151, 153, 155, 157, 159, 161, 163, 165, 167, 169, 171, 173, 175, 177, 179, 181, 183, 185, 187, 189, 191, 193, 195, 197, 199, 201, 203, 205, 207, 209, 211, 213, 215, 217, 219, 221, 223, 225, 227, 229, 231, 233, 235, 237, 239, 241, 243, 245, 247, 249, 251, 253, 255, 257, 259, 261, 263, 265, 267, 269, 271, 273, 275, 277, 279, 281, 283, 285, 287, 289, 291, 293, 295, 297, 299, 301, 303, 305, 307, 309, 311, 313, 315, 317, 319, 321, 323, 325, 327, 329, 331, 333, 335, 337, 339, 341, 343, 345, 347, 349, 351, 353, 355, 357, 359, 361, 363, 365, 367, 369, 371, 373, 375, 377, 379, 381, 383, 385, 387, 389, 391, 393, 395, 397, 399, 401, 403, 405, 407, 409, 411, 413, 415, 417, 419, 421, 423, 425, 427, 429, 431, 433, 435, 437, 439, 441, 443, 445, 447, 449, 451, 453, 455, 457, 459, 461, 463, 465, 467, 469, 471, 473, 475, 477, 479, 481, 483, 485, 487, 489, 491, 493, 495, 497, 499, 501, 503, 505, 507, 509, 511, 513, 515, 517, 519, 521, 523, 525, 527, 529, 531, 533, 535, 537, 539, 541, 543, 545, 547, 549, 551, 553, 555, 557, 559, 561, 563, 565, 567, 569, 571, 573, 575, 577, 579, 581, 583, 585, 587, 589, 591, 593, 595, 597, 599, 601, 603, 605, 607, 609, 611, 613, 615, 617, 619, 621, 623, 625, 627, 629, 631, 633, 635, 637, 639, 641, 643, 645, 647, 649, 651, 653, 655, 657, 659, 661, 663, 665, 667, 669, 671, 673, 675, 677, 679, 681, 683, 685, 687, 689, 691, 693, 695, 697, 699, 701, 703, 705, 707, 709, 711, 713, 715, 717, 719, 721, 723, 725, 727, 729, 731, 733, 735, 737, 739, 741, 743, 745, 747, 749, 751, 753, 755, 757, 759, 761, 763, 765, 767, 769, 771, 773, 775, 777, 779, 781, 783, 785, 787, 789, 791, 793, 795, 797, 799, 801, 803, 805, 807, 809, 811, 813, 815, 817, 819, 821, 823, 825, 827, 829, 831, 833, 835, 837, 839, 841, 843, 845, 847, 849, 851, 853, 855, 857, 859, 861, 863, 865, 867, 869, 871, 873, 875, 877, 879, 881, 883, 885, 887, 889, 891, 893, 895, 897, 899, 901, 903, 905, 907, 909, 911, 913, 915, 917, 919, 921, 923, 925, 927, 929, 931, 933, 935, 937, 939, 941, 943, 945, 947, 949, 951, 953, 955, 957, 959, 961, 963, 965, 967, 969, 971, 973, 975, 977, 979, 981, 983, 985, 987, 989, 991, 993, 995, 997, 999, 1001, 1003, 1005, 1007, 1009, 1011, 1013, 1015, 1017, 1019, 1021, 1023, 1025, 1027, 1029, 1031, 1033, 1035, 1037, 1039, 1041, 1043, 1045, 1047, 1049, 1051, 1053, 1055, 1057, 1059, 1061, 1063, 1065, 1067, 1069, 1071, 1073, 1075, 1077, 1079, 1081, 1083, 1085, 1087, 1089, 1091, 1093, 1095, 1097,

UNCERTAINTY OF GOLD CURRENCY

Bank Heads Consider The Situation

[Special to the "Hong Kong Daily Press" (Copyright).]

Basle, April 7. In view of the agitated state of gold currencies in the last ten days keen interest is attached to the meeting of the Bank for International Settlements held here on Sunday when the governors and presidents of note-issuing banks of gold bloc countries met to discuss the situation. Dr. Trip represented the Dutch National Bank; Professor Bachmann, the Swiss National Bank; Governor Tennery, the Banque de France; Doctor Frank, the Belgian National Bank.

An exhaustive discussion of the situation arising out of the Belgia devaluation, sharp attacks on the Dutch Guilder, pessimistic outlook, prevailing on the Swiss bourses since Saturday week when the Belgia devaluation took place. General relief was felt at the statement made by Dr. Trip that the attacks on the Dutch guilder were repulsed without the National Bank of Holland having parted with an excessive part of gold cover. Satisfaction was also expressed when Tennery declared emphatically that the Banque de France is determined to defend the French franc. A similar statement was made by the Governor of the Swiss National Bank.

Transocean Kuo Min.

TO DEFEND THE FRANC

Berne, April 7. The depreciation of the Belgia and the recent attacks on the guilder were considered to-day at a meeting of the Governor and Presidents of the banks of the Gold Bloc countries to-day.

The Governor of the Netherlands Bank announced that the attacks against the guilder had been beaten off successfully, although the National Bank had been reduced.

The Governor of the Bank of France re-emphasised the firm intention of France to defend the franc, despite the breach made in the ranks of the Gold Bloc countries.

Reuter.

MOVEMENT OF GOLD

[Special to the "Hong Kong Daily Press" (Copyright).]

Brussels, April 7. The devaluation of the Belgia currency now having been technically accomplished and the Belgia franc being stabilised de facto at a new level, the Belgia capital which had temporarily left the country, ten days ago, seeking refuge in gold block coun-

tries, is now returning, of course not depreciated, so that those persons who withdrew the capital in order to profit by the catastrophe and thus hastened the devaluation itself, are now reaping the rewards of their manoeuvre.

Over 100 millions Belgian francs in gold reached Brussels during the week-end chiefly by air, so that the papers speak facetiously about the "flight into Belgia currency." This strong reflux of Belgia capital is one of the chief causes contributing to the prevailing unsteadiness of other gold currencies, above all, the Dutch guilder and Swiss franc, causing anxiety about their capacity to weather the storm.

Transocean Kuo Min.

DUTCH AND SWISS DEVALUATION

Only A Question Of Time

London, April 8. Vigorous defence of the guilder by the Dutch authorities stamped "bears" to covering, causing a sharp rally of guilders and Swiss francs. Nevertheless the city believes the devaluation of Holland and Switzerland is inevitable and is only a question of time as both currencies are very vulnerable owing to the depressing economic situation.

In the event of the guilder being devalued, what will happen to rubber? It is generally expected that the Government will utilise the opportunity to impose a revenue export duty in the Netherlands Indies. The market is at present nervous of the native situation. It is pointed out that devaluation will increase the price for natives and therefore lead to a heavy increase in native production. The market believes it is essential that the authorities increase the present export duty by a degree possible with devaluation and it is stressed that such action must immediately follow devaluation.

The guilder only has a temporary influence on rubber which is really dependent on American consumption in the summer and autumn, which in turn is linked up with a degree of recovery likely to result from the gigantic expenditures envisaged by the United States Relief Bill.

Reuter.

MR. EDEN ORDERED TO REST

London, April 8. Mr. Eden was to have attended the Cabinet meeting to-day, but owing to exhaustion following his strenuous tour he has been compelled to rest. This decision was reached yesterday afternoon when he consulted his medical adviser and specialist following which a "bulletin" was issued "Eden is suffering from heart strain as the result of his recent, rough air journey. There is no cause for anxiety but complete rest is essential for from four to six weeks." This morning it was reported that Eden's condition was about the same. He is remaining in bed.

Sympathy with him in his indisposition is widespread. The Prime Minister, who visited him yesterday, issued a statement last night that he is "distressed beyond measure both on personal and public grounds to hear of Eden's illness." Messages wishing him a swift and complete recovery were received on behalf of many of the new acquaintances made during his recent series of visits.

British Wireless.

WILLIAM WORDSWORTH ANNIVERSARY

London, April 8. On the occasion of the anniversary yesterday of the birth in 1770 of William Wordsworth, the songs of thrushes and blackbirds outside Dove Cottage, Grasmere, Westmorland, where he lived for many years, were broadcast to the United States and Canada. The bells of Saint Oswald's Church, Grasmere, in which Wordsworth worshipped and in whose churchyard he lies buried, were also heard.

British Wireless.

SEVENTY YEARS OLD TO-DAY

Famous General Of The Great War



Berlin, April 8. Chancellor Hitler has issued an order that on April 9, the 70th birthday of General Ludendorff, famous German leader of the Great War, all public buildings throughout Germany are to display flags—Transocean Kuo Min.

SILVER MARKET

(From Our Own Correspondent) London, April 8.

London Silver prices to-day were unchanged for "Spot" and 1/16 up for forward, as follows:—
Spot..... April 8 23-7/16
Forward..... April 8 23-1/2
London on New York cross rate at 2 p.m. to-day was 4.8312 compared with 4.8487 at closing on Saturday.

MOTOR RACE TRAGEDY

Car Dashes Into Crowd

(Special to the "Hong Kong Daily Press")
(By Telegraph, Copyright, Telegraphic Messages Ordinance, 1894. Received, April 8, 7.30 p.m.)

Paris, April 8. Eight persons were killed in a terrible motor accident in the town of Chateau-Thierry on Sunday afternoon according to the latest reports which add that of the 16 injured now lying in hospital six are in imminent danger.

The driver of the wrecked car, an Italian named Cattaneo, who himself escaped unhurt, would not appear to bear the main responsibility for the accident which was generally attributed to faulty management by the race committee. The latter is alleged to have imposed conditions which were impossible for the competitors to fulfil along the open stretch. Cars were obliged to make "a standing start" and pull up abruptly at 100 metres before the finish while travelling at a speed of about 150 kilometres per hour.

Cattaneo, having shot the 100-metre mark, applied the brakes with such force that the car skidded violently, rotated several times and then dashed into the dense crowd of onlookers.

Transocean Kuo Min.

LABOUR POSITION IN BRITAIN

London, April 8. It is understood that a further increase in the number of persons at work and a decrease in the total of unemployed will be revealed when the March statistics are issued by the Labour Ministry to-night.

British Wireless.

ANGLO-ITALIAN TRADE

London, April 8. Sir Frederick Leith Ross, Chairman of the British delegation in Rome which is engaged on negotiations for an Anglo-Italian Trade Agreement, has had several conversations with representatives of the Italian Government. These exchanges are continuing.

British Wireless.

CONQUEST OF THE AIR BY MAIL PLANES

Twenty Five Years Of Steady Progress

More than 2,500,000 miles were flown by the air-liners of Imperial Airways during 1934. This figure, which has just become available, compares with approximately 2,300,000 miles for 1933.

The progress of air transport is illustrated, strikingly, if one contrasts the statistics of our present-day air-mails with those of the first, officially-sanctioned aeroplane mail to be flown in England, the twenty-fifth anniversary of which is to be celebrated this summer.

That pioneer Hendon-Windsor service of 1911 operated over a distance of only 20 miles, compared with the 20,000 miles of route flown over by Imperial Airways and its associated companies at the present time. The 'planes in use on that first service were driven by single-engines of 50 h.p., and had a wing-span of not more than 28 or 30 feet. To-day our big mail-planes are driven by four engines developing a total of more than 2,000 h.p., and have a wing-span of 130 feet.

As for a comparison of the loads carried by air, then and now, the monoplane which actually inaugurated the Hendon-Windsor air-mail of 1911 carried just its pilot, Mr. Gustav Hamel, and a bag of letters weighing 23½ lbs., whereas one of our big 4-motored air-liners of to-day will lift into the air a useful load of just over three tons.

ASPECT OF SPEED
As for the vital aspect of speed, whereas those first mail-carrying 'planes flew at from 40 to 50 miles-an-hour, we have 4-engined aircraft at the present time which, even when carrying considerable mail-loads, can attain a speed of 175 miles-an-hour.

A study of the latest air traffic figures show an increase of more than 20 per cent, recently, in freight dispatched by air from London to the continent. And this augments the general story of progress, as revealed by current statistics for passengers and mails.

Three of the main air routes to the continent—London-Paris, London-Brussels and London-Germany—are all showing a substantial air-freight growth as compared with previous figures.

DELICATE CARGO
"On our line to Paris," said an Imperial Airways official, "we have been having exceptionally large consignments of wireless apparatus, recently, while on the service to Brussels a traffic feature, just

lately has been a continued increase in the quantity of wireless valves consigned by air. For delicate articles like these the advantages of air transport, with its absence of jolting or vibration, are so great that the bulk of such goods are now being sent by air, the valves requiring no special packing, but travelling quite safely in ordinary cardboard containers.

"The same applies to electrical appliances, scientific instruments, and fragile goods of all kinds. Handling is reduced to a minimum; and though speed naturally costs money in the air, as on land and sea, consignors by our services reap a very considerable advantage from the fact that insurance rates for goods by air are, generally speaking, only about one-third those for surface transport; while backing costs are also reduced.

"The big air-liners in use to-day, and the roomy cargo-spaces now available, enable freight consignments of a size and weight to be dealt with which it would have been impossible to handle not so long ago.

One the route to Germany, for example, a piece of machinery weighing over half-a-ton was air-borne recently; while not long ago one of our Paris 'planes had among its cargo a small motor-car. Motor-cycles, urgently required on the continent, are often dispatched by air; as are spare parts of all kinds for motor-cars—these last mentioned not only going over to the continent, but being dispatched for thousands of miles along our Empire routes.

RECORD MAIL LOADS
"Should they prove too bulky for dispatch as a single unit, mechanical parts can as a rule be divided up into several separate consignments for air transit. In this way such things as urgently required drilling machinery, pump-fittings, and engine parts are carried by our services to points along the Africa and India routes, saving many days, and often weeks, as compared with surface transport."

In addition to freight progress, passenger and mail traffic by air continues to increase substantially. During the past twelve months, more than 50,000 travellers flew in and out of Croyden in the aircraft of Imperial Airways; while the mail-loads sent by air from this country during 1934 were by far the largest ever recorded, totalling approximately 6,000,000 letters.

THE DUTCH AIR DISASTER

Popular Pilots And Crew Killed

[Special to the "Hong Kong Daily Press" (Copyright).]

Amsterdam, April 7. Profound regret is felt here at the distressing news of the destruction of the Dutch civil airplane "Leeuwik" on the Halle-Leipzig Essen run, as reported by Transocean on Saturday. Particular distress is felt at the aerodrome in Schiphol where the pilots and crew were all well-known personally and were all very popular, being held in the highest esteem for their long and successful service on other important passenger lines.

The management of the Dutch Airways announces that the number killed was six and not four as at first supposed. The crew consisted of four, namely, two pilots Soer and Prillewitz, the wireless operator van der Klein, and the mechanic Welms. The two passengers killed were the son of the Mayor of Amsterdam—de Vlugt, and Briet, a member of the board of directors of the Dutch-German rayon concern "Ako."

The disaster occurred on the new Amsterdam-Prague line, only installed a few days ago.

Transocean Kuo Min.

WHITE STAR LINE WINDING UP

London, Apr. 8. Compulsory winding up of the White Star Line, Limited was ordered by the Chancery Division to-day.

Reuter.

ONLY SIXTY PER CENT

Nazi Gains At Danzig

Danzig, April 8. The Nazis won 44 seats or 60 per cent, of the seats in Parliament which is only an increase of four and less than the two-thirds majority required for making constitutional reforms.

The Socialist-Democrats secured 12 seats; Communists 2, Centre 9, German Nationals 3, Poles 2. Dr. Rauschning, Nazi President in Danzig from July 1933 till he resigned in 1934, has fled from the city presumably to Poland. It is understood that the Nazis hold him as a traitor to the party. Dr. Goebbels declared in his speech on Saturday that the Nazis need not pay attention to a man like Rauschning who has already "committed moral suicide."

Reuter.

NAZIS FAIL

Danzig, Apr. 7. The provisional final figures show that while the Nazis failed to secure a two-thirds majority in the Diet, they have increased their aggregate vote by about thirty thousand as compared to the 1933 election.

About two hundred and forty-seven thousand votes were recorded of which the Nazis obtained 148 thousand or just over sixty per cent, while the rest was made up as follows: Socialists 39,779; Centre 32,954; Communists 9,248; German Nationals 10,671; Poles 8,761. The official figures were not available to-night.

Reuter.



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ALARM REPORTS DENIED

Alleged Crash Of Airship

(Special to "Hong Kong Daily Press").

(By Telegraph, Copyright, Telegraphic Messages Ordinance, 1894. Received, April 8, 7.30 p.m.)

Berlin, April 8. Reports that have appeared in several European countries to the effect that the airship Graf Zeppelin sent out R.O.S. calls and crashed into the ocean are categorically denied here. The absurdity of one report was shown by a further assertion that General Goering and his fiancée, Emmy Sonnemann, were on board and victims of the alleged accident.

Actually the airship which started from Friedrichshafen to South America on Saturday is in constant radio communication with Hamburg, giving the last position report from Cappalos on the Spanish coast on Sunday noon. General Goering at the time of the alleged accident was on a tour of inspection.

Another report published in London of an alleged attempt on Dr. Goebbels' life in Danzig is also categorically denied and it is pointed out that Dr. Goebbels arrived safe and well at Berlin aerodrome at 11 o'clock yesterday evening.

Transocean Kuo Min.

INDIA BILL AT HOUSE OF COMMONS

London, April 8. Every effort is being made by the Government to effect the passage of the Government of India Bill through the House of Commons before Whit Sunday. Four sittings are being reserved for the consideration of the Bill in Committee this week. Next week the Commons will be engaged on the opening stage of the Budget and the India Bill will not again be before the House until after the Easter recess when there will still remain nine, of thirty days allotted for the Committee stage of measure.

British Wireless.

CHINA PURCHASES FREIGHT CARS

The Chinese Government Purchasing Commission is ordering from British firms one hundred covered and a hundred uncovered freight cars all of forty tons all-steel and also a quantity of machinery to the value of £116,000 for the Canton Hakkow Railway.

Reuter.

EXHIBITION OF MODERN CHINESE ART

London, Apr. 8. The exhibition of modern Chinese art after a successful season in London will be carried on at Prague and Warsaw. Mr. Lin Hai Son is proceeding to China on May 14.

Reuter.

THE ITALIAN GESTURE

Allowing Bigger Armies

Rome, April 7.

A significant hint that Italy would strongly recommend allowing Austria, Hungary and Bulgaria bigger armies, was made in the semi-official journal Popolo d'Italia, to-day.

In discussing the armament level of these countries the paper says that to allow a strong state like Germany to re-arm by unilateral denunciation of the Treaty of Versailles, while denying the rights of weaker states, will be an offence against every principle of international equity.

Reuter.

JAPANESE OFFICIALS IN CONFERENCE

To Discuss Measures To Curb Boycott

Shanghai, April 8. A three-day conference of Japanese Consular officials in China opened this morning at the Japanese Consulate General. The agenda includes discussion of measures to curb the boycott and other anti-Japanese activities.

Reuter.

SINO-JAPANESE TRADE NEGOTIATIONS

London, April 8. Replying to Captain Peter Macdonald in the House of Commons to-day, Sir John Simon said that he has no information regarding the reported Sino-Japanese trade negotiations.

Reuter.

FOURTEEN KILLED

Mississippi, Apr. 8. Fourteen people were killed and a hundred injured as a result of a tornado which struck the town of McComb. Three others were killed in storms which broke out in other parts of the South while ten persons were reported to be drowned when a logging boat capsized on Lake Providence, Louisiana.

Reuter.

NEW SWIMMING RECORD

Dane Lowers Breast Stroke Mark

Aarhus, April 7. Jensen, the famous Danish swimmer to-day broke the 500 metres breast stroke world record mark, when he covered the distance in 7 minutes 36.7/10 seconds. The previous mark, established by Schwartz, the German swimmer in 1933 was 7 minutes 33 seconds.

Reuter.

BOOKS SOLD IN SHANGHAI

Question Raised In Commons

London, April 8. In the House of Commons to-day, Sir J. S. Wardlaw-Milne drew attention to the unauthorised sale of British educational books in Shanghai at low prices and that consequently the firms importing the same books from England were prejudiced. He urged representations to China and suggested the desirability of signing the Berne Copyright Convention.

Sir John Simon admitted the facts and said that in 1931 the Government drew the attention of the Chinese Government to the desirability of improving the Copyright Law and acceding to the International Copyright Convention. The Foreign Secretary promised to consider the position with a view to further representations if they seemed useful.

Sir Wardlaw-Milne remarked that these books were photographed and sold at something about one-third the price, which was a great hardship.

Reuter.

CHINESE ART ON DISPLAY

Shanghai, April 8. The exhibition of Chinese art, consisting of treasures to be shown at Burlington House in London, opened this morning at the former premises of the Bank of China and will close on May 1.

Reuter.

LOCAL TENNIS

Win For Monaghan

A keenly contested game was witnessed yesterday when T. C. Monaghan defeated M. Pagh by 10-8, 6-6, 6-4 in the semi-final of the Club Singles Handicap.

Monaghan's steadiness was the chief factor in his victory over a younger exponent, who played forcefully throughout.

Match Postponed

The Open Singles Championship match between Ho Ka Lau and Tsui Wai Pui, holder, scheduled to be played yesterday, was postponed, owing to the fact that the latter could not turn out.

YACHTING

Yesterday's Races

The result of the Ladies 3rd Extra Series held yesterday resulted as follows:—

"A" CLASS			
	Finished	Pts.	Total
Wasp II (Mrs. Griffin)	16.40.51	4	45
Jan (Mrs. Owen-Hughes)	16.38.34	3	49
Isobel (Mrs. V. Cowland)	16.37.34	1	29
Joss (Miss M. Larssen)	16.38.29	2	45
Pat (Mrs. Elliott)	16.43.51	2	25

"H" CLASS			
	Finished	Corr.	Total Psn. Pts
Diana	16.45.46	16.44.33	2 21

Diana	16.45.48	16.44.33	2	21
(Miss M. Whitham)				
Rolla	16.48.20	16.48.56½	3	23
(Miss B. Kirke)				

Result of 4th Extra Series takes place, Monday, April 15.

"DEAD BALL"

Solution For Body Line Bowling

(Special Air Mail Service)

London, March 24. Everyone is in sympathy with the M.C.C. in trying to find a way to put an end to "body-line" or, as it is now officially called, "direct attack" bowling. But it is hard to believe that the new rule which the committee of the club has been asked to consider is the best that can be done to meet the case. It goes at once too far and not far enough. It is common ground that the responsibility for deciding what is or is not fair bowling must rest upon the umpires. The question is, What powers should they be given to enforce their decisions? The obvious and straightforward answer is that they should, "no-ball" the bowler, as they would for throwing or any unfair delivery.

Complex Procedure

This solution has been rejected by the draftsmen of the new rule on the rather slight ground that it would still be possible, after "no-ball" had been called, for the batsman to run himself out. A more complex procedure is therefore recommended. The umpire will first warn the offending bowler, and draw his captain's attention to unfair attack; then, if the offence is repeated, he will call "dead ball" and "ask" the captain to take the bowler off and "keep him off for the rest of the innings. It is not clear what happens if the captain refuses to take the bowler off, and this is the crux of the problem.

If the captain is willing to support the umpires in their rulings, he will himself deal with a bowler who is "no-balled" for unfair bowling; if he is not, it is no good "asking" him. Would it not be simpler and more effective to assume the goodwill of the captains (which must be assured by other methods than by umpires' decisions) and simply to empower the umpires to "no-ball" a ball bowled to directly at the batsman? What is the advantage of "dead ball" over "no-ball"? The batsman cannot be bowled or caught in either case; he can be run out after a "no-ball" but he can score off it, and can do neither after a "dead ball." And if physical danger is the criterion, "no-ball" is dangerous as the

SHANGHAI'S RUGGER SEASON

Problem Of Lack Of Competition

Shanghai, April 3.

Now that a month has almost passed since the rugger season closed, a better opportunity is afforded of taking a perspective of the past season, and in general, to form a comparison between the strength of the local side with home fifteen. The past rugger season has been successful in every department. Water is now laid on to the grounds, and this should eliminate "hard grounds" for good. The Mei games proved an even greater attraction than had been anticipated by the most enthusiastic member on the committee of either the S.R.U.F.C. or the Japanese Amateur Athletic Association, while Shanghai regained the Saker Shield from Hong Kong after a period of four years. In spite of all these achievements, however, to arrive at the comparative strength of the local sides with a home fifteen is a difficult task, and one in which facts only can be given, and leave actual judgment to readers themselves.

Shanghai has generally been thought, rightly or wrongly, not in the same class as the rugger teams of other Far Eastern cities, such as Singapore, or Calcutta and Colombo, where the teams have generally included names of men, who were previously well-known in first-class club rugger in England and their very mention puts the Shanghai side in the shade.

Hong Kong United Services

Shanghai, however, is considered on a par with Hong Kong, and at Hong Kong last season was one of the most powerful United Services' team that has ever visited the Colony. In that year Shanghai met and defeated the United Services' team. It is true that the team which opposed Shanghai on that occasion was not at full strength. It would be equally true to say that four or five of the best men were either away or unable to play; but nevertheless the team was comprised of one or two naval caps and several men who had played in first-class club rugger in England.

It should be remembered that the Shanghai side is mainly made up of players who have not gained any other distinction than playing for one or other of the public school teams. Few have ever reached the standard of playing in first-class club rugger, but it should not be forgotten that few players step straight from a public school side into a first-class rugger side. The process is gradual, generally by way of the club's extra "A" and then "B" sides, unless the roving eye of the club's selection committee happens to witness an excellent performance earlier.

The average age of first-class players must surely be at least 25 if not higher.

Another accusation which has been levelled against the local side

is that they do not keep in such good training as they would at home, where the average man does not belong to as many clubs or have such a large circle of friends. This is perfectly true but belonging to a club does not necessarily mean drink and bad training. Most encourage sport indoors, and what could be more effective for teaching a man to get quickly off the mark, than squash or badminton.

Lack of Competition

What Shanghai does lack in more than most Far Eastern ports, is competitive teams to play against. At home any club side, week by week, is meeting fresh opposition. Playing against men they have never seen before, they learn, more by instinct than anything else, to adapt themselves to their opponents' mode of play and adopt tactics of which their opponents seem unfamiliar and uncertain.

The Shanghai side, however, is apt, through non-competition, to get into a groove. Each player is known. The one that hangs on and will not pass, the man who is fond of selling the dummy, the player who is not too keen to go low, and the result is a sameness of tactics, which again is probably subconscious.

Variety in opposition is a natural stimulus, and that fact was aptly illustrated this year. In the first Mei game, Shanghai was at sixes and sevens and were extremely lucky not to lose by a larger margin. The forwards were at times pathetic and though this criticism may sound a trifle harsh, it is deserved by any pack which is shoved back five yards over its own line, allowing its opponents to score, as occurred in the first Mei match.

It was quite a different tale in the second match. The pack did much better, and in this case, Shanghai, were perhaps a little unlucky to lose.

But, be that as it may, if Shanghai had not had the experience they had against Mei, would they have defeated Hong Kong by the margin they did? Hong Kong had an excellent pack and had Shanghai fielded a pack similar to that which played against Mei in the first match, the Shanghai backs would never have seen the ball. As it was the backs did not get very much of it, but what they did get they took every advantage of, again a lesson taught in the first two Mei games.

The natural conclusion therefore, after a study of facts, is that Shanghai's players have at times the knack of pulling off surprises, they would probably do far better if they were given more competition; but, as to their comparison with a home fifteen, the answer is no nearer than it was at the start of this article.

NO TENNIS FILMS

For Amateurs

(Special Air Mail Service)

London, March 24. Amateur lawn tennis stars are not to be allowed to be paid for appearing in tennis films, writes a correspondent. This decision was made in Paris yesterday by the International Lawn Tennis Association.

In a secret ballot forty-two voted in favour and forty-one against. Rules require a two-thirds majority. Great Britain strongly supported the proposal. Far-reaching results may follow the decision reached in Paris, for the proposal was regarded as the one compromise likely to save many of the world's most famous amateur players from turning professional.

"I think Perry may become professional now and several other men players, too," said Miss Peggy Scriven, the British holder of the French women's singles championship, last night.

Without Perry Britain's chances of retaining the Davis Cup this year would be slender. For more than a year his attitude towards amateurism has been in question. He has had a £10,000 offer to appear in films and other offers from Tilden to turn professional.

"That Settles It"

When I telephoned him in Hollywood last night he had not heard the decision. "That settles it," he said, when I gave him the vote, forty-two to forty-one against the proposal.

"Will the decision mean your turning professional?" Perry was asked.

"I am not saying," he replied, "Let's leave it at this: The matter has been discussed backwards and forwards, the meeting has brought it to a head.

"Now we know the result let's bury it."

Perry's replies to questions whether he intends to play for Britain as an amateur in the Davis Cup this year suggests he does.

"Don't be alarmed about that," he said. "Give my love to everyone at home and tell them I shall be back in the middle of April. I have had a good rest. I am fit and well. Britain is going to keep the Davis Cup."

Perry Annoyed

Miss Peggy Scriven told me that it would be chiefly men who would be affected, because the professional market for women in tennis is not so keen at present.

"All the same I feel annoyed at the decision," she went on. "It is a great pity. I have not had any offers myself but I was hoping to receive some if the proposal was passed."

"Championship tennis is a whole-time job to-day, and this would have been the player's chance to earn a little money without becoming professional."

THE BRITISH ISLES

Forthcoming Events

(Special Air Mail Service)

London, March 24. The most outstanding events in the British Isles during the months of April and May are given below: April 15.—Shakespeare Dramatic Festival (to mid-September), Stratford-upon-Avon.

April 23.—Shakespeare Birthday Celebrations, Stratford-upon-Avon.

April 25.—Racing, The King's Prize, Epsom, near London.

April 27.—Football Association Cup Final, London (Wembley Stadium).

April 29.—Grand Opera Season (to June 15), Royal Opera House, Covent Garden.

May 1.—Racing, The Two Thousand Guineas, Newmarket.

May 3.—Racing, The One Thousand Guineas, Newmarket.

May 5.—The King and Queen drive to St. Paul's for Service of Thanksgiving.

Royal Academy Summer Exhibition (to August 5), Burlington House, London.

Racing, Royal Silver Jubilee Handicap, Kempton Park, near London.

State Banquet, Buckingham Palace.

International Motor Race (250 miles), Brooklands, near London.

May 8.—The King receives representatives of Diplomatic Corps and representatives of the Empire, 11.30 a.m., St. James's Palace.

Service of Thanksgiving and Intercession, Albert Hall, London.

May 9.—The Lords and Commons present addresses to the King, 11.30 a.m., Westminster Hall.

May 9 and 20.—Their Majesties give State Dinners, Buckingham Palace.

May 9-29.—Royal Navy, Military and Air Force Tournament, Olympia.

May 10.—Thames Pageant, Evening Procession of boats from Greenwich to Chelsea.

May 11, 18, 25 and June 2.—Their Majesties drive through different parts of London (weather permitting).

"These drives will take place through North, South, East and West London."

May 11.—The Prince of Wales visits Cardiff.

The Duke of York visits Edinburgh.

The Duke of Gloucester visits Belfast.

May 12.—Thanksgiving Service in the Churches.

May 14.—State Ball, Buckingham Palace (and June 13).

May 20-24.—British Amateur Golf Championship, Royal Lytham and St. Anne's, Lancashire.

May 21-29.—General Assembly of the Church of Scotland, Edinburgh.

May 22.—Their Majesties at Reception and Ball given by the Lord Mayor and Corporation, Guildhall.

Silver Jubilee Pageant, Albert Hall, London.

May 22-24.—Chelsea Flower Show, Royal Chelsea Hospital Gardens, London.

Ladies' Open Golf Championship, Newcastle, Northern Ireland.

May 24.—Empire Day. Service of the Order of St. Michael and St. George, St. Paul's Cathedral.

May 25.—Tower of London Pageant (to June 8), The Mote, Tower of London.

May 26.—Queen Mary's Birthday.

May 28.—Pageant of England (to June 11), Langley Park, Slough, near London.

May 31.—King holds a Levee, St. James's Palace.

HOCKEY

Final Trial Game

The following have been chosen to play the "Civilians" trial match on the Club ground on Thursday, 11th inst. at 5.10 p.m. This will probably be the final trial. All players named are therefore asked to turn up at the specified time.

WHITE

H. B. M. K. e Souza (Radio); E. H. P. White (St. Andrews); A. M. Rodrigues (Club de Recreio); A. S. Ellis (St. Andrews); W. A. Reed (Hong Kong Club); G. Parker (Police); G. E. R. Diver (Hong Kong Club); T. Whittier (C.B.A.); Gurbachan Singh (K.L.T.C.); G. Fowler (Y.M.C.A.); R. A. Carroll (St. Andrews).

COLOURS

F. Fowler (Y.M.C.A.); E. F. Selk (Y. M. C. A.); Parduman Singh (Radio S.C.); E. L. Gosno (University); J. Gonzalez (Club de Recreio); Jagmeet Singh (Radio S.C.); S. Fowler (Y.M.C.A.); W. J. Brown (Y.M.C.A.); Awtar Singh (Radio S.C.); J. Pinto (K.L.T.C.); A. P. Souza (K.L.T.C.).

Reserves: Back: A. A. Romadlos; Half-back: L. A. Oliveira; Forward: Samagat Singh.

BILLIARDS

The Gold Cup Tournament

(Special Air Mail Service)

London, March 24. The last heat in the Gold Cup tournament, between Newman and Inman, was continued at Thursday's Hall in Leicester Square yesterday, when Newman was leading by 5,518. Even on the assumption that Newman is conceding his opponent a big start, the difference in the scores seemed to give Newman an advantage on the handicap, which is sealed. If Newman is successful in this game in all probability he will win the tournament.

Newman increased his lead to 5,940 in the afternoon; when he scored 823 for an average of 48, while Inman made 493 for an average of 24.

Inman's safety play may profit him in the end. While, however, much of it has been clever, he has not been able to turn it to much account, so far as his own progress is concerned. Newman's only break of any note in his first nine visits to the table was 62; on two occasions he scored off his opponent's safety "leave," but he was not able to make much progress, and in the meantime Inman scored at an even rate by making runs of 71 and 25.

When Inman missed a middle-pocket winner, which he played for the purpose of securing a favourable position, Newman played well in a break of 160. Inman was a little unlucky. He was playing well, but when he had scored 65 he was unfortunate to miscue in playing quite a simple stroke. Newman increased his lead with a break of 157, when he failed to make a red winner, and he made other breaks of 198 and 49, while his opponent's chief runs were 36 and 51. Inman had made fairly good use of his chances, but when he misjudged a little screw fuser at the left top pocket at the end of a break of 93, Newman scored 128, and Inman then played out time.

The scores at the interval were:—Newman, 7,944; Inman (in play), 2,004.

An Unfinished Break

Inman began well at night by increasing a small unfinished break to 161, at the end of which he missed a long shot. Newman had few chances, owing to the keenness of his opponent's safety play. Newman's highest run in seven visits was 37, and, although he made a break of 157, he was troubled considerably by the cleverness of Inman's safety moves. The finish may be a good one, it depends rather on the handicap, but as that is not known the players are left in doubt concerning their task.

Inman played deliberately, but he made many good strokes while making breaks of 46 and 90. Newman made small use of his early chances, but when his opponent missed a difficult cushion cannon owing to "the intervention of the shoulder of the middle pocket Newman scored by means of a forcing loser, and in a few strokes he secured position at the top of the table, only to miss a red winner when he had scored 38.

At his next visit Newman failed to make the cushion cannon at the end of a run of 60. Inman made a run of 16, and then there was more safety play. The effect of it all was that Inman for much of the time had the satisfaction of outpointing his opponent, and that was a very important aspect of the game.

The closing scores were:—Newman (in play), 8,461; Inman, 2,590.

Amateur Championship

The last heat in the second round of the Amateur Championship was concluded at the Burroughes Hall in Soho Square yesterday when M. A. Boggan (Burnley) beat H. T. Bennett (Middlesbrough) easily. Boggan, who was the runner-up in 1931, qualified to play J. J. Ashley (London) in the second semi-final heat next week. The first of the semi-final games between F. Y. Stacey (Sheffield) and H. F. E. Coles (Cardiff), the only past holder in the competition, will be begun to-day.

As Boggan began the second half of his game with Bennett with a lead of 655 the result seemed to be almost a foregone conclusion. He increased his lead to 906 in the afternoon when he scored 723 for an average of 16, while Bennett, who was making his first appearance in the championship, made 476 for an average of 11.

Both players scored consistently, but there was nothing very distinguished about the play. Boggan increased a run of 31 (unfinished) to 46, and in the early part of the play he made other breaks of 32, 24, 34, 70, 22, 25, and 49. The highest runs by his opponent in the meantime were 37, 21, 20 (twice), 26, 45, and 43. Boggan had the better of the play afterwards, making breaks of 41, 61, 68, 23, 57, 66, and 118 (unfinished), while Bennett's chief breaks were 49 and 50.

The scores at the interval were

H. K. POLICE RESERVES

(ORDERS BY MR. D. BURLINGHAM, I.G.P.)

Chinese Company

Strength.—The following members have been taken on the strength of the Chinese Company, as from the dates shown against them:—

Constable R97 Robert Sung, Mar. 19, 1935.

Constable R56 Honwetts Sun, Mar. 21, 1935.

Constable R59 Yim Cheuk Shan, March 21, 1935.

Training Course (Part II).—All recruits of the Chinese Company who have not yet passed Part II of Training Course will attend at the Chinese Company Headquarters on Tuesday, April 9 at 17.30 hours for instruction.

Harbour Patrol.—All members taking this Course will report at Tsim Tsa Tsui Police Station at 17.15 hours on Wednesday, April 10, for instruction under Sub-Inspector Wright.

Morse Signalling Class.—All members of the Morse Signalling Class will attend at the Chinese Company Headquarters on Friday, April 12 at 17.30 hours for instruction.

Training Course (Part I).—The following members have been passed out as efficient in Part I of Training Course (Squad Drill):—Constables R28 Ku Chi Shek, R45 Chu Kwan Yee, R34 Napoleon Leong Pan, R3 Luk Ying Choi, R19 Joseph C. K. Wong, and R37 James Ko.

Indian Company

Handling of Revolver.—Instruction in Handling of Revolver will be given on Wednesday, April 10 at 17.30 hours at the Police Headquarters Gymnasium. Only those detailed will attend.

Inspection Parade.—All ranks of the Indian Company will parade at Central Police Station on Wednesday, April 17 at 17.30 hours under Sub-Inspector R. J. Hunt for a general inspection of equipment, etc., by the Company Commander.

Dress: Blue Uniform, Cap with White Cover, Belt with Brace, Armlet with Badge, Truncheon, "Pocket Policeman" and note-book to be carried. The Equipment Officer will make a point of being present.

D. L. KING,

D.S.P. (R.).

Hong Kong, April 8, 1935.

RAGGING THE GONGS

(Special Air Mail Service)

London, March 24.

With the slogan, "Don't get shirty if you can't do thirty," Birmingham University students staged a noisy demonstration against the new speed limit last night, which culminated in a police charge and an arrest.

At the gyratory traffic centre in Victoria-square, close to the Town Hall, students in cars and fancy costume proceeded at a snail's pace around the traffic island.

Traffic already congested by the homeward traffic was still further held up, and finally the police intervened.

—M. A. Boggan (in play), 2,233; H. T. Bennett, 1,328.

Boggan won at night by 1,363. He made breaks of 123, 93, and 125. Bennett's best being 42 and 87.

The result was:—M. A. Boggan, 3,073; H. T. Bennett, 1,691.

AGA KHAN

And Racing Season

London, Mar. 24.

A new season of racing under Jockey Club rules begins at Lincoln on Monday, and if we take as a guide the success of the National Hunt season that is closing it should be one of the best years that have been known since the war.

Some owners can look forward to it with more than confidence—the Aga Khan for example.

Last season was a wonderful one for him and for his trainer, Frank Butters, and their winnings in stakes were enormous. It often happens to an owner and a trainer that a lean season follows a fat one, but in the case of the Aga Khan some of his best winners were two-year-olds and three of them—Bahram, Halran and Theft—may sweep through the classic races confined to colts.

Each is reported to have done well during the winter. The test of the race-course when we come to the Two Thousand Guineas will tell us more.

To oppose them Lord Derby has a strikingly handsome colt, Bobbleigh, who did little racing last year and was retired after Goodwood. He also has done well through the winter, and is the one that may hold out the strongest challenges to the colts of the Aga Khan.

The Case of Colombo

It may be that there are other good colts in the background. A year ago most people were obsessed by the classic claims of Lord Glanely's Colombo, who had appeared to be the best two-year-old seen for many years.

At the same time they had not given serious thought to the claims of Windsor Lad, but it was the latter that won the Derby, with Colombo third, and after Ascot Lord Glanely's colt faded from the race-course scene.

There will be many challenges this season from good representatives of French breeding.

In the Lincolnshire Handicap, to be run on Wednesday next, there is one Pepino, who has been in Mr. Lambton's stable at Newmarket for a few months, and has been earning good opinions by the style of his gallops. He is now one of the favourites for the race.

Then, in the Grand National two days later, there is a French-bred horse, Tapinois, the "discovery" of the present steeple-chasing season.

"KING OF LUNDY ISLAND" FREED

(Special Air Mail Service)

London, March 24.

Martin Coles Harman, financier and "King of Lundy Island," was released from Wormwood Scrubs Prison yesterday, but how he left it nobody knows.

As early as 4.30 a.m. people had gathered outside the gates to see the financier, who had served fourteen of an eighteen months' sentence for fraudulent conspiracy in connection with the affairs of Chosen Corporation, Limited, the rest of the time having been remitted for good conduct.

Then at ten o

NEWSPAPERMEN'S TOUR OF KIANGSI

In Picturesque Nancheng

(By Our Own Correspondent)

Shanghai, Mar. 22.
We stopped two nights at Nancheng, but could have stayed two weeks without getting tired of that picturesque "Walled City of the South." One can take hundreds of pictures of Nancheng and its environs without exhausting all its beauty. Its ancient city walls, with the stamp of age and decay upon them; its tiers and fliers of tiled, curved roofs, blackened by time, stretching away into the distance; its two grand old bridges spanning the broad bosom of the Fu; they all blend to create that tranquil old-world atmosphere which makes Nancheng truly unforgettable. Whether you see it through the mists of morning, at high noon, sunset, or by moonlight, the view is one to make you spell-bound. Its natural setting is even more gorgeous. Situated on a little eminence, in the midst of hilly country and rich broad valleys, Nancheng faces on the east a row of hills that rise in nine ridges one above the other. Of destruction, there is very little to be seen in the city. Perhaps it was too vandalic for even the Communists to ruin the age-old charm and serenity about Nancheng. The Reds over-ran the surrounding country years, but only had Nancheng in their hands once, for about a week, in 1930. Being of considerable strategic importance, heavy Government reinforcements were despatched there, and as the Reds, seldom fight a pitched battle against superior forces, they hastily retired.

YAO-TSUN CENTRE

After lunch, we rode out to the Yao-Tsun Welfare Centre, about fifteen miles distant. This was not quite so complete or advanced as the other one at Tsao-Tang, for the district had been received from the Reds only in April last year, and the people were very much poorer. There were also many other difficulties, such as lack of enough able-bodied men to help in rehabilitation work. Most of them had either run away or been conscripted by the Red armies, the alternative of refusal or an unsuccessful escape to other parts being death at the hands of the executioner. The uphill nature of the work involved did not, however, seem to deter the executive secretary, Mr. Chang. He is bent on to bury himself in the heart of the country, in order to ameliorate rural living conditions for the thousands of his fellow-countrymen who eke a miserable living by the crudest of agricultural methods from the soil. One cannot but feel encouraged, and not a little restored, in faith and optimism in China's future, when one comes face to face with such examples of personal self-sacrifice among the younger generation of intellectual Chinese. This younger leader in Yao-Tsun is typical of the thousands of serious students, graduated from Chinese as well as foreign Universities, who are to be found in many interior districts in China to-day. Reconstructive work proceeds along the same lines as at the Tsao-Tang Welfare Centre, namely, health, education, agricultural extension and co-operation. Upon the capable shoulders of Mr. Chang and his loyal associates, fall the various duties connected with the running of two branch dispensaries—serving about 4,000 families in all—supervising the health of school-children, operating a number of day and night schools, forming farmers' co-operatives, women's vocational classes, etc.

THE "LITTLE TEACHERS"

Of special interest, in connection with the popularising of education, is the method of using little school-children to bring knowledge of the "Little R's" to their elders at home. For many reasons, most important of which is lack of time to attend school—due to the need of tilling in the fields, or doing the daily household chores—many men and women had perforce to do without schooling. This problem is solved by teaching little children, who, after the evening meal, and by the light of the oil-lamp, can impart what they have learnt during the day to their elders at home. This experiment had been tried out with success in the mass education centre at Tingsien and elsewhere.

The general ignorance, and lack of genuine co-operation among the farming population, in fact,

is something to be seen to be believed. Simply by organizing crop-protection societies, to protect vegetable gardens from birds and straying animals, it has been possible to prevent damage estimated at \$300/- per annum in a little area within the limits of the Welfare Centre's active duties. The rustics hitherto did not know even the hours of the day nor the days of the week. In the Welfare Centre has been devised, a rotating board, whereby the villagers can find out what week-day it is; while an ancient bell, obtained from a ruined near-by temple, is struck the hours of day and night school.

ENVIRONS OF NANCHENG

The country-side, as one saw it between Yao-Tsun and Nancheng, looked pretty desolate and mournful. That the Reds had roved over these parts at their will in past years was much in evidence. But things are picking up gradually, thanks to the hardihood and perseverance of the Chinese farmer, who generally bothers not a whit about Government and similar complex matters, so long as he is allowed to sow and reap and live his life in peace. The past turmoil and confusion had left them rather dissatisfied with the status quo ante, but the manifest solicitude of the authorities over their plight, has caused them to really round with ready and willing offers of co-operation in rehabilitation and defence. The authorities confess that they are quite optimistic. When we sat down to a very wholesome and enjoyable dinner that evening, Garrison Commander Chang Tu-Lun told us that while an apology was necessary for the simple character of the meal, he had thought that we might like to sample what the countryside of Nancheng had to offer. Two years previously, with Reds overrunning its environs, Nancheng had to be content to eat what it could get, or draw its belt tighter. But things are getting back to normalcy again, tempting our hosts to dispense with imported provisions in providing our dinner.

RED HAVOC

The second day of the stop-over at Nancheng was spent in a long eastwards almost right up to the Fukien border. En route we passed the small township of Hsiao Sheh, which had been in Red hands on three occasions, the last time in January 1934. Energetic repairs have almost, but not quite obliterated the traces of devastation. Fugitives and deaths have reduced the total population from 1,500 to a mere 1,000—in other words, by a third. Thence we went on to Li Chuen, 70 Kilometers from Nancheng. The Communists have always showed partiality for border towns, where imperfect co-operation between the provincial troops allowed them the greatest freedom of action. Consequently Li Chuen suffered from Reds of both provinces, whether their changing fortunes drove them from Kiangsi to Fukien, or vice versa. To the irreparable havoc wrought during the Tai-Ping days, Communist has added its own quota. Li Chuen looks like a city over which a hurricane has just passed.

(To Be Continued)

REPAIR OF SOLDIERS GRAVES

Canton, April 6.
It is reported that General Li Pun Sin, who is in charge of Loong Ching of Kwangsi Province, has communicated with the Army Headquarters regarding the importance and necessity of repairing and protecting the graves of over 10,000 officers and soldiers at Chun Nam Kwan, who lost their lives in the Franco-Chinese War.

Owing to the lapse of time the graves are almost obliterated and the locality is now a barren waste. It being imperative that these graves should be repaired in memory of the departed heroes, it has been decided to prepare the necessary plans for this vast cemetery, costing about \$5,000.

The General suggests that all necessary repairs should be undertaken by the local authorities for the time being, and that the matter be reconsidered by the Government next year.

Nam Wah Yat Po.

ELECTIONS IN DANZIG

Stream Of People At The Polls

(Special to the "Hong Kong Daily Press" (Copyright).)

Free City of Danzig, Apr. 7.
The interest in the elections taking place here has reached great intensity. All speakers in the last few days have emphasised again and again that the real point at issue is that Danzig should demonstrate to the world its overwhelming German character, by proof of its solidarity with the Germans of the Reich in giving the National-Socialist party at least two-thirds majority in the new parliament, so that the systematic obstruction of the opposition might be checkmated and legislation brought into harmony with that of Germany.

Voting started punctually at 9 o'clock in 183 polling booths throughout the Free State and went on briskly till 2.30 p.m., by which time between 60 and 70 per cent. of those on the registers had recorded votes. A pause then occurred for lunch after which the stream to the polls was resumed so that by closing time over 90 per cent. of those entitled to take part in the election had actually voted. Among these were over 60,000 Danzigers from the Reich over 2,000 of whom had come from Berlin and Stettin but a still stronger delegation from Hamburg and its surrounding districts. Besides these several hundred Danzigers came from foreign countries.

At a mass meeting held at mid-day on the Langemarkt the chief square of the Danzig City, when the "homecomers" were cordially welcomed by Senator Natzer who spoke on behalf of the whole Danzig population.

The day passed off without any kind of disturbance this being perhaps partly due to the foresight of the chief of police in suspending the sale of alcohol while the election was in progress. Every possible precaution was taken to assure the secrecy of the ballot so that whatever the result may be no ground might be given for subsequent criticism.

Representatives of all parties contesting in the election were present at each polling station. When the voting was ended at 6 p.m. it was already evident that the National-Socialist party had secured a sweeping majority. By 7 o'clock the count yielded the following partial results: total votes cast 159,400 consisting of National-Socialists, 98,285; Socialists, 24,134; Catholics (Catholics), 18,934; Communists 5,413; German Nationalists 6,115; Priests Party 342; Poles 5,142; Invalid 1,219.—*Transocean Kuo Min.*

WARSHIPS IN PORT

The following warships were in port yesterday.

Basin.—Tamar.
North Wall.—Tarantula.
South Wall.—Bruce and Sandwich.
East Wall.—Parthian, Rainbow, Perseus and Phoenix.
North Arm.—Dainty, Decoy and Barne.
West Wall.—Kent and Falmouth.
In Dock.—Hermes.
Talkoo Dock.—Otus.
Cosmopolitan Dock.—Odin.
No. 2 Buoy.—Medway, & S/Ms.
No. 3 Buoy.—Adventure.
No. 4 Buoy.—Herald.
No. 6 Buoy.—Cornwall.
No. 7 Buoy.—Duncan.
No. 10 Buoy.—Diana and Daring.
No. 11 Buoy.—Diamond, Defender.
No. 12 Buoy.—Delight, Duchess.
No. 13 Buoy.—Lowestoft, Grimsby.

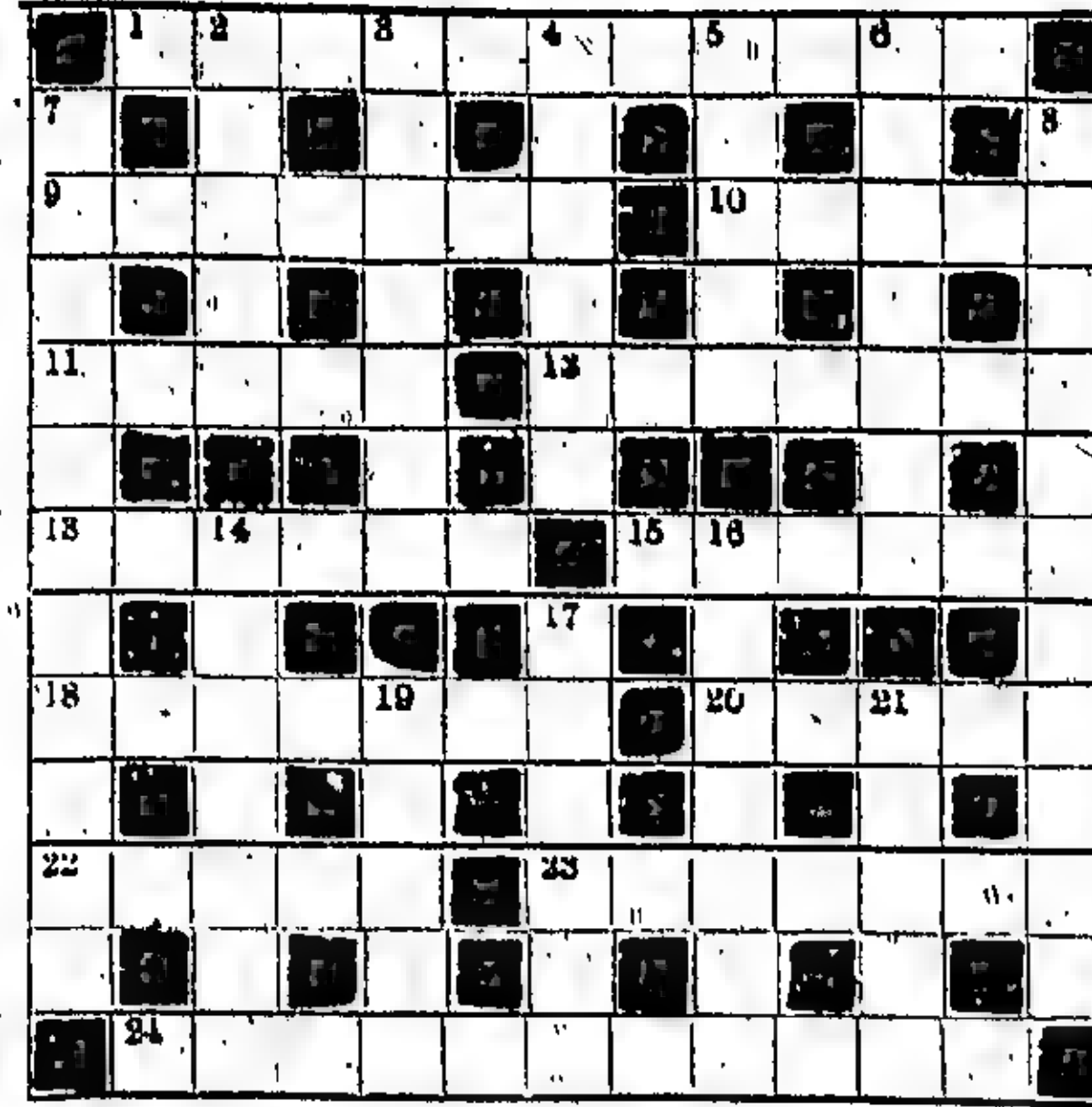
SHIPPING MOVEMENTS

The R.M.S. "Empress of Canada" arrived at Kobe on the Sunday, leaves on the same day for Shanghai where she is due on Tuesday and she will leave for Hong Kong and Manila on Wednesday.

Messrs. Mackinnon, Mackenzie & Co., Agents for the B.I. & Apcar Line inform us that the Company's a.s. "Tama" will leave Amoy for this port on the 10th instant, and is due here on the 11th instant.

The R.M.S. "Empress of Britain" on her round the world cruise arrived at Beppu (Japan) on Monday, leaves to-day, is due at Kobe the same evening and leaves for Yokohama on Saturday.

CROSSWORD PUZZLE



Across

- 1—A theorem in favour of the situation (11).
- 9—Gawky, shall we say? (7).
- 10—This glass being solid, one can't drink out of it (5).
- 11—A Spaniard has changed his nationality (5).
- 12—Certainly not tongue-tied (7).
- 13—An unworthy object of worship—almost an obsession sometimes (6).
- 15—A collection of china, in a sense (6).
- 18—Mild name for many a Pope (7).
- 20—Consumed (5).
- 22—A share—and no delusion about it! (5).
- 23—This bird could write with its head (7).
- 24—"Adore insect" (anagram) (11).

Down

- 2—He used to be jolly at the mast-head (5).
- 3—Bans in adolescence (7).
- 4—Have a go! (6).
- 5—No moderate consumer, he (5).
- 6—Somewhat inauspicious, we're afraid (7).
- 7—This is really grand (11).
- 8—Saucy, though I'm very much to the point it appears (11).
- 14—An "organic" device? (7).
- 16—She mixes lean roe (7).
- 17—Crass (8).
- 19—Jugs found in a drain (5).

21—Such a commercial concern gives credit we imagine (5).
The following is the solution of yesterday's puzzle:

Across.—1. Definite, 8. Already, 9. Bankruptcy, 10. Proem, 12. Larder, 13. Moor, 14. Tun, 16. Abed, 17. Stream, 18. Yearn, 22. Spectacles, 23. Conceit, 24. Instinct.
Down.—1. Debility, 2. Finery, 3. Norseman, 4. Tope, 5. Fly, 6. Bear, 7. Idle, 8. Acton, 10. Protract, 11. Marmoset, 13. Mud, 14. Tempt, 15. Merlin, 19. Ebon, 20. Rack, 21. Icon, 22. (Sic).

"OH, DADDY!"

(Special Air Mail Service)

London, March 18.

Leslie Henson and Frances Day are the stars of "Oh, Daddy!" a new British farce which opens at the New Gallery on Sunday. Leslie appears as the nephew of Alfred Drayton, a pillar of the Dullhampton Purity League, and Robertson Hare is Henson's secretary. The plot concerns the complications which crop up when he meets a beautiful girl (Frances Day) at a London hotel and gets to know her. Typical Hensonian fun.



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OUTWARD SAILINGS

(NDL) a.s. "TRIER" for Shanghai, Taku, Dairen, Tsingtau, Yama, Nagoya, Kobe, 13th Apr.
(NDL) m.s. "TRAVE" for Shanghai, Taku, Dairen, Tsingtau, Yama, Nagoya, Kobe, 18th Apr.
(HAL) m.v. "RAMSES" for Shanghai, Taku, Dairen, Yokohama, Nagoya, Kobe, 28th Apr.
(NDL) a.s. "SAARBRUECKEN" for Shanghai, Taku, Dairen, Yokohama, Nagoya, Kobe, 3rd May.
(HAL) a.s. "OLDENBURG" for Shanghai, Taku, Dairen, Tsingtau, Yama, Kobe, Moji 8th May.
(HAL) m.v. "SAUERLAND" for Shanghai, Dairen, Taku, Kobe, Osaka, Yokohama, Nagoya, 22nd May.

HOMEWARD SAILINGS

(NDL) a.s. "NECKAR" for Genoa, Marseilles, Barcelona, Oran, Casablanca, B'ham, 9th Apr.
(HAL) m.v. "DUISBURG" for Genoa, Rotterdam, B'ham, 14th Apr.
(NDL) a.s. "MAIN" for Genoa, Marseilles, Oran, B'ham, Hamburg, Bremen, 14th Apr.
(HAL) m.v. "CORDILLERA" for Neapel, M'les, Barcelona, Southampton, Rotterdam, Hamburg, 18th Apr.
(NDL) a.s. "ODER" for Genoa, Marseilles, Oran, B'ham, Hamburg, Bremen, 29th Apr.

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NOTICE TO CONSIGNEES.
AMERICAN & MANCHURIAN LINE
FROM SAN FRANCISCO, NORFOLK, SAVANNAH, ST. JOHN AND NEW YORK.

The Steamship "CITY OF BRISTOL" having arrived, Consignees of cargo by her are informed that all goods are being landed at their risk into the hazardous and/or extra-hazardous godowns of Messrs. Holt's Wharf; where delivery may be obtained.
Optional cargo will be carried on, unless notice to the contrary be given prior to arrival of steamer.
No claims will be admitted after the goods have left the godowns, and all goods remaining undelivered after 15th April, 1935, will be subject to rent.
All claims against the steamer must be presented to the undersigned on or before 20th April, 1935, or they will not be recognized.
All broken, chafed and damaged goods must be left in the godowns, where they will be examined by the steamer's surveyor on any Tuesday or Friday, between the hours of 10.45 a.m. and Noon, within the Free Storage Period of One Week.
No Fire Insurance has been effected. Bills of Lading will be countersigned by THE BANK LINE (CHINA), LTD. Agents.
Hong Kong, 8th April, 1935. [3412]

NOTICE TO CONSIGNEES.
OCEAN STEAMSHIP CO., LTD.
AND
CHINA MUTUAL STEAM NAVIGATION CO., LTD.

CONSIGNEES per Co.'s Vessel "SUI-MARU" FROM UNITED KINGDOM VIA SINGAPORE are hereby notified that their cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignees' risk and subject to terms and conditions of storage at Holt's Wharf. The Cargo will be ready for delivery from Godown on and after 8th April.
Optional cargo will not be landed here, unless notice has been given prior to steamer's arrival, but carried on from port to port to the final port of call to which the option extends.
All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and Noon within the free storage period.
No claims will be admitted after the goods have left the steamer's Godown, and all Goods remaining undelivered after the 15th April, will be subject to rent.
All claims against the Steamer must be presented to the undersigned on or before the 20th April, 1935, or they will not be recognized.
No Fire Insurance will be effected. BUTTERFIELD & SWIRE Agents.
9th April, 1935. [3413]

H. K. STOCK EXCHANGE

YESTERDAY'S OFFICIAL QUOTATIONS

Apart from dealing in Telephones \$234, Banks \$1265, Lights \$9.70 and Unions \$425, the market was on the quiet side. Dairy Farms changed hand at \$19.20.

Buyers
Union Insurance, \$415.
Wharves (Rights), \$11.
Providents (old), \$1.
Hong Kong Lands, \$42.
Electric, \$35.
Telephones (old), \$234.
Dairy Farms, \$19.
Govt. 4% Loan, 64% Prem.
Govt. 3 1/2% Loan, 2% Prem.
Sellers
Underwriters, \$130.
Docks, \$94.
New Engineering, \$8. \$3.
China Lights, \$9.70.
Sandakan Lights, \$3.
Wallace Harpers, \$7.
Sales
Hong Kong Banks, \$1265.
Hong Kong Lands, \$42.
Hong Kong Trams, \$16.15.
Star Ferries, \$90.
China Lights, \$9.70.
Telephones (old), \$234.
Dairy Farms, \$19.20.

THE EXCHANGE MARKET

MESSRS. ROZA BROS.

Silver prices were 1/8 higher for Ready and 1/16 for Forward, the quotations being 23 7/16 and 23 1/2 respectively. Silver advices reported the Continent as having bought. China operated both ways. India sold. The market was steady. In America the rate was higher at 62 for Spot. The New York/London cross-rate opened at 4.85 and closed at 4.84.

Market.

Opened steady but later firmed up.

Sterling
Business was done shortly after the opening at 2/0 1/2 for cash followed by transactions at 2/0 1/2 for second half of April and 2/0 7/16 for June. May and second half of April. The market closed at lunch time with sellers at 2/0 1/2 for cash, 2/0 7/16 second half April/June, buyers at 2/0 1/2 April/May and probably June.

U. S. Dollars
Business was done during the early part of the morning at 49 1/2 for May and later 49 3/16 was arranged for May and 49 1/2 for cash. Towards 1 p.m. 49 1/2 was arranged for June delivery. The market closed at lunch time with sellers at 49 3/16 for April, 49 1/2 May and probably 49 1/2 June, buyers at 49 5/16 April/May and 49 7/16 June.

Shanghai Dollars.
Were quoted around 130 for cash.

Shanghai Market.
Steady. Sellers were indicated at 1/16 11/16 for cash and 1/8 1/2 for May. U.S. Dollars, there were sellers at 3 1/2 for near and 3 1/2 May.

IN THE AFTERNOON
The market was steady in the afternoon.

Sterling
In Sterling business was done at 2/0 1/2 for second half of May and 2/0 7/16 April/May and 2/0 1/2 June, buyers at 2/0 1/2 April/May and 2/0 9/16 June.

U. S. Dollars
Business was done at 49 1/2 for May and 49 7/16 for June. The market closed with sellers at 49 5/16 April, 49 1/2 May and 49 7/16 June, buyers at 49 1/2 April, 49 7/16 May and 49 1/2 June.

LONDON EXCHANGE RATES

(BRITISH WIRELESS SERVICE)

On	Sterling Parity	Apr. 6	Apr. 6
Amsterdam	12.10 Florins	7.20 1/2	512 S.
Athens	375 Drachmas		
Belgrade	276,316 Dinars	212	
Berlin	20.48 Marks	12.03	12.00
Bombay	1s. 6d. per Rupee		
Brussels	35 Belgas	28 35/64	28 17/32
Bucharest	813,568 Lei	452 1/2	
Buenos Aires	47.56d. per Pesa		
Copenhagen	18.129 Kroner		
Geneva	36.234 Francs	14.96	15.02
Helsingfors	193.23 Marks		
Hongkong			
Lisbon	110 Escudos		
Madrid	32.231 Pesetas	35 13/32	35 17/32
Milan	92.46 Lire	58 1/2	58 5/16
Montevideo	50.88d. per Pesa		
Montreal	4.597 Dollars	4.86	4.88
New York	4.967 Dollars	4.84	4.84 1/2
Oso	13.159 Kroner	40 1/2 S.O.	40 1/2 S.
Paris	134.31 Francs	73 19/64	73 37/64
Prague	164.25 Kronen	115 1/2	116 1/2
Rio de Janeiro	20.93d. per Gold Milreis		
Shanghai		1/8 1/2	1/6d. 11/16
Stockholm	13.159 Kroner		
Vienna	34.54 Schillings		
Yokohama	54.65d. per Yen		
Silver (spot)		28 5/16	28 7/16
Silver (forward)		28 1/2	28 1/2
War Loan		3 1/2 108	

Closing Quotations

Apr. 9, 1935.	On New York:
On London:	Bank Bills, on demand 48 1/2
Telegraphic Transfer...	Credit, 60 days sight 49 1/2
Bank Bills, on demand...	On demand...
Bank Bills, 4 months...	On demand...
On demand...	On demand...
Credit, four months...	On demand...
On demand...	On demand...
On Shanghai:	On demand...
On demand...	On demand...
On Singapore:	On demand...
On demand...	On demand...
On Japan:	On demand...
On demand...	On demand...
On India:	On demand...
Telegraphic Transfer...	On demand...
Bank, on demand...	On demand...

SHANGHAI MARKET COMMENT

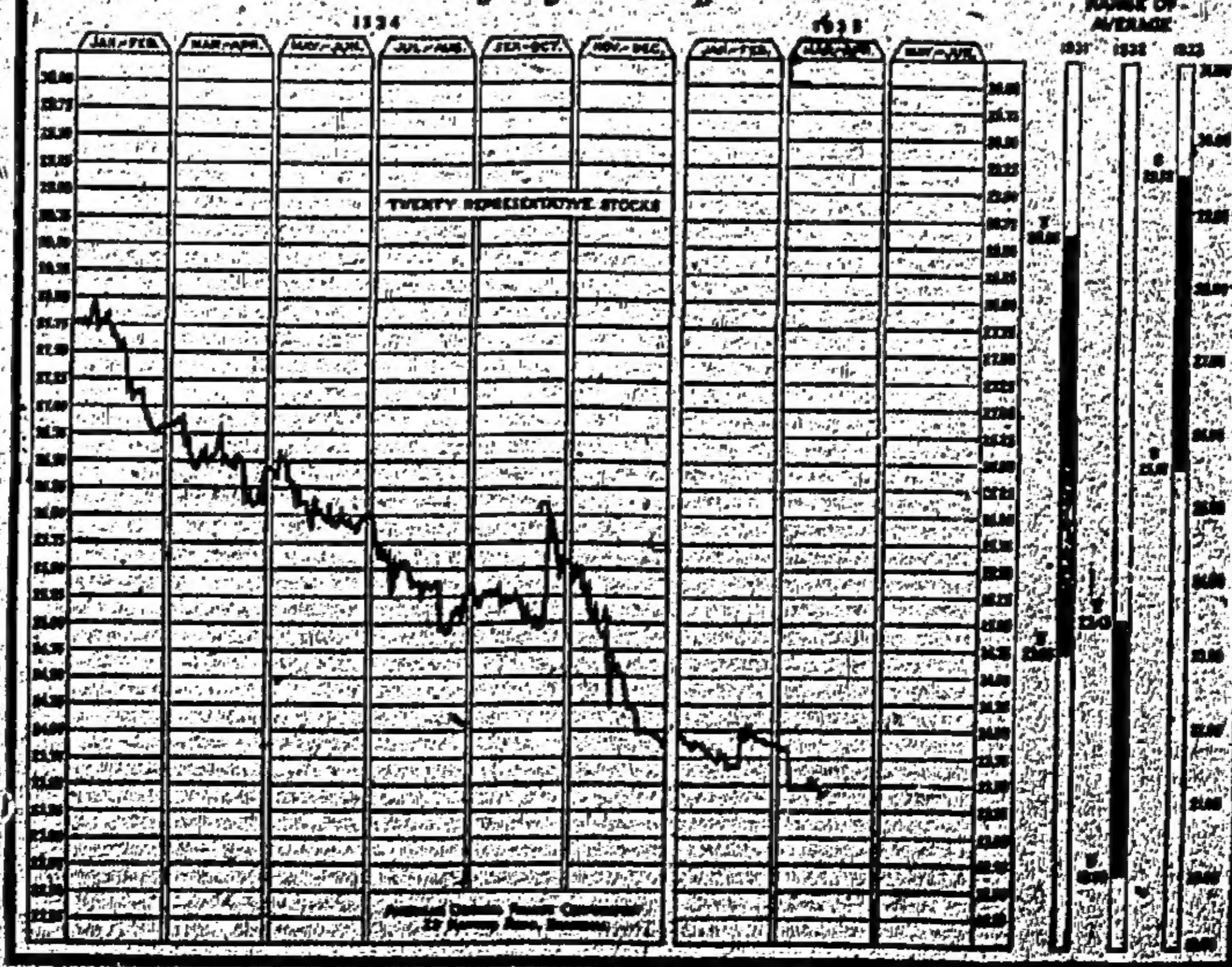
There was a little bit more business done in the Shanghai stock exchange last Tuesday. Shanghai Power 5% debentures strengthened somewhat and some business was done in them at 83.50 and 84.00. Trams, Bearer and Registered, were done at 30. After one day of eventless trading there was a considerable improvement in the amount of business done on Thursday. More business was done on that day than for some time passed, the day's turnover being 3,416 shares and 1,283 bonds. Shanghai Power 5% debentures continued their recovery move touching 88.50 for cash in the afternoon against a morning price of 88. Hopes ran high that a healthier tone is developing and more money is coming into circulation. Friday trading was disappointing as the market receded to slacker conditions and the day's turnover dropped to only 1,330 shares and 284 bonds. Despite the small business turnover there was a better feeling prevailing on that day. During the next day's session transactions were practically confined to debentures and Trams. Business was restricted on Monday. Official business included a parcel of Shanghai Telephone 6% debentures T92 cash and a few Trams. With the exception of two issues the Chinese Government Bond Market registered net gains of various amounts at the close of the month of March. A general absence of interest among operators was noticed during the latter part of the month until the approach of settlement forced the

hands and a short period of last minute activities came just before settlement day. Following the removal of March quotations the market advanced on Tuesday last but went in the other direction on the next day.

H.K. SHAREBROKERS' ASSOCIATION

BUYERS
Unions, \$415.
H.K. Fires, \$210.
Waterboats, \$11 xd.
Antamoks, 90 cts.
Baguio Gold, 28 1/2 cts.
Big Explorations, 16 cts.
Big Wedge, 10 1/2 cts.
Gold Rivers, 10 cts.
Salacota, 16 cts.
United Paracales, 32 cts.
Lands, \$42.
Humphreys, \$9.
Ewos, \$8 xd.
Wharves Rights, \$11.
Providents (old), \$1.
Docks, \$7 1/2.
Electric, \$36.
Dairy Farms, \$19.
Entertainments, \$5.
Constructions (old), \$1.40.
Constructions (new), 40 cts.
Gold Bonds, 9 1/2%.
Govt. Loan, 3 1/2%.
SELLERS
Banks, \$1275.
Antamoka, 92 cts.
Hotels, \$4.80.
Lights, \$9.70.
SALES
Banks, \$1265.
Gold Rivers, 10 cts.
Humphreys, \$9.15.

A.O.F.C. Average of Shanghai Stocks



PRESIDENT Liners

DOLLAR STEAMSHIP LINE AMERICAN MAIL LINE

FIRST CLASS SPECIAL SUMMER ROUND TRIP FARES

HONG KONG TO:-

KOBE and RETURN
via Shanghai ... HK\$225.00

YOKOHAMA and RETURN

viv Shanghai-Kobe-Nagoya-Shimidzu HK\$255.00
For sailings from Hong Kong — June 1st to September 30th.

Good for Three months—Final return limit October 31st.

MANILA and RETURN ... HK\$180.00

For sailing from Hong Kong — June 1st to September 30th

Good for one month—Final return limit October 31st.

DOLLAR STEAMSHIP LINE AMERICAN MAIL LINE

PEPPER BUILDING—HONG KONG.
CANTON BRANCH—4, SHAKES ROAD.

CONSIGNEE NOTICES.

NOTICE TO CONSIGNEES
PENINSULAR AND ORIENTAL
STEAM NAVIGATION CO.'s
STEAMER "JEYPORE".

ARRIVED HONG KONG ON
8th APRIL, 1935.
FROM BOMBAY, COLOMBO
AND STRAITS.

CONSIGNEES of Cargo by the above named Vessel are hereby notified that their Goods are being landed and placed at their risk into the hazardous and/or extra-hazardous Godowns of the Hong Kong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and Delivery can be obtained as the Goods are landed.
This Vessel brings on Cargo from London, do, and from Persian Gulf at E.S.N. and B. S.N. Co.'s Steamers. Optional Goods will be loaded here unless Instructions have been given to the contrary Six Hours before arrival of the Steamer.
Goods not cleared within 8 days, including date of arrival, will be subject to Rent.
No Fire Insurance will be effected by us in any case whatever.
Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors. Messrs. GODDARD & DOUGLAS, at 10 a.m. on Mondays and Thursdays, within the Free Storage period.
Consignees are specially notified that it is necessary for a Revenue Officer to be present at the examination of damaged dutiable cargo.
All Claims against the Steamer must be presented to the undersigned on or before 20th April, 1935, or they will not be recognized.
No Claims will be admitted after the Goods have left the Godowns.
MAURINSON, MACKENZIE & Co., Agents.
Hong Kong, 8th April, 1935. [3416]

CONSIGNEE NOTICES.

CONSIGNEES' NOTICE.
THE BEN LINE STEAMERS, LIMITED.

FROM LEITH, MIDDLESBRO',
ANTWERP, LONDON,
AND STRAITS.

The Steamship "HENNEVIS"
CONSIGNEES of Cargo are hereby notified that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of the Hong Kong and Kowloon Wharf and Godown Company, Ltd., whence and/or from the wharves Delivery may be obtained.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th April, 1935, will be subject to rent.
All Claims against the Steamer must be presented to the undersigned on or before the 20th April, 1935, or they will not be recognized.
To comply with the General Bonded Warehouse Regulations, consignees must have a Revenue Officer in attendance when damaged dutiable goods are examined.
All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 15th April, 1935, at 10 a.m. by Messrs. GODDARD & DOUGLAS.
No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Ltd., Agents.
Hong Kong, 8th April, 1935. [3410]

SERVICES CONTRACTUELS DES MESSAGERIES MARITIMES.

CONSIGNEE NOTICE

S.S. "FELIX ROUSSEL"
BRINGING CARGO FROM
MARSEILLES, ETC.

CONSIGNEES are hereby informed that their goods with the exception of Opium, Treasure and Valuables are being landed and stored into the Godowns of Hong Kong, Kowloon Wharf and Godown Co., Ltd., Kowloon, where delivery may be obtained immediately after landing.
All claims must be sent to me on or before the 16th instant or they will not be recognized.
Damaged Packages will be examined by the Company's Surveyor, Messrs. GODDARD & DOUGLAS, in the presence of the Consignees at 10.00 a.m. on Thursday, 11th April, 1935.
Consignees must have a Revenue Officer in attendance with any damaged dutiable goods examined by the Company's Surveyor.
No Fire Insurance will be effected by us in any case whatever.
F. ORL
Agents.
Hong Kong, 8th April, 1935. [3417]

THE M.V. "OLIVA"

having arrived from Hamburg and Ports of call Consignees of Cargo are hereby notified that their Goods are being landed and placed at their risk into the hazardous and/or extra-hazardous Godowns of the Hong Kong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where delivery may be obtained as soon as the Goods are landed.
Optional Cargo will not be landed here, unless Notice has been given, or hours prior to vessel's arrival, but carried on from port to port to the final port of call to which the option extends.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th April, 1935, will be subject to rent.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 15th April, 1935, at 10 a.m. by Messrs. GODDARD & DOUGLAS.
To comply with the General Bonded Warehouse Regulations, consignees must have a Revenue Officer in attendance when damaged dutiable goods are examined.
All claims must be sent to me on or before the 20th May, 1935, or they will not be recognized.
Bills of Lading will be countersigned by JESSEN & CO., Agents.
Hong Kong, 8th April, 1935. [3418]

CHINA NAVIGATION COMPANY, LIMITED.

SHANGHAI, Dairen & Newchwang...	"LIANGHONG" ... On 9th Apr. 8 a.m.
SWATOW, FOOCHOW, WEIHAWEI, CHEFOO & TIENTSIN	"HUNAN" ... On 9th Apr. 5 p.m.
SWATOW, SHANGHAI & TIENTSIN	"SINKANG" ... On 10th Apr. 5 p.m.
FOOCHOW & SHANGHAI	"TSINAN" ... On 10th Apr. 5 p.m.
AMOI & SHANGHAI	"YONGHAI" ... On 11th Apr. 4 p.m.
FOOCHOW & SHANGHAI	"YONGHAI" ... On 11th Apr. 4 p.m.
SWATOW, SHANGHAI & TIENTSIN	"KUNGLU" ... On 12th Apr. 4 p.m.
SWATOW & SHANGHAI	"SUNNING" ... On 14th Apr. 3 p.m.
FOOCHOW & SHANGHAI	"KANGSU" ... On 14th Apr. 3 p.m.
SWATOW & SHANGHAI	"TEAMER" ... On 14th Apr. 3 p.m.
SWATOW, FOOCHOW, WEIHAWEI, CHEFOO & TIENTSIN	"YUNNAN" ... On 17th Apr. Noon
AMOI & SHANGHAI	"TAIYUAN" ... On 17th Apr. 5 p.m.
SWATOW & SHANGHAI	"KINGYUAN" ... On 18th Apr. Noon
FOOCHOW & SHANGHAI	"KANGTUNG" ... On 18th Apr. 3 p.m.
SWATOW, SHANGHAI & TIENTSIN	"ZHOCHUN" ... On 21st Apr. Noon
SWATOW & SHANGHAI	"KWEIYANG" ... On 21st Apr. 3 p.m.
FOOCHOW, SHANGHAI	"TAMING" ... On 21st Apr. 5 p.m.
AMOI, SWATOW & SHANGHAI	"ANSHEUN" ... On 22nd Apr. 8 a.m.
FOOCHOW, SHANGHAI	"YONGHAI" ... On 28th Apr. 3 p.m.

* Loads at & Sailing from Taikoo Dock.
For Freight or Passage apply to— BUTTERFIELD & SWIRE
Telephone 30331.
GAMBO AND PASSENGER CAN BE INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE.

TRAVEL A.O. LINE

To AUSTRALIA. Calling at Manila Thursday 11, Cairns, Townsville, Brisbane, Sydney and Melbourne.
BRITISH STEAMERS: CHANGTAE & TAIPING (OIL)
FASTEST AND MOST UP-TO-DATE STEAMERS IN THE SERVICE
OPEN AIR SWIMMING POOL
ELECTRIC LAUNDRY, BARBER SHOP, SURGEON & STEWARDESS CARRIED
Enjoy Your Leave in Australia and New Zealand. Hong Kong to Sydney—19 Days
FIRST CLASS FARE TO SYDNEY 276 RETURN
LONDON (via Australia) from £127-15-0.
(Australasian Newspapers on Sale)

STEAMERS	Due from Hong Kong	Leave Hong Kong	Leave Manila	Due Sydney
CHANGTAE	In Port	18 April	19 April	5 May
TAIPING	9 May	17 May	30 May	6 June
CHANGTAE	7 June	18 June	31 June	7 July
TAIPING	9 July	19 July	23 July	7 Aug.

AUSTRALIAN-ORIENTAL LINE, LIMITED
Sailings subject to alteration without notice.
For Freight or Passage, apply to— BUTTERFIELD & SWIRE,
Agents,
Telephone 30333. Hong Kong, China & Japan.



MAERSK LINE

Fast regular FREIGHT and PASSENGER SERVICE

via
Shanghai, and Japan
to

LOS ANGELES, PANAMA, NEW YORK, BOSTON
PHILADELPHIA & BALTIMORE.

"If sufficient inducement offers also other ports of call."

Arrivals from U.S.A.	Sailings to U.S.A.
1st May ... M.V. "NORA MAERSK" ... 5th April	
10th May ... M.V. "BONNEVILLE" ... 1st June	
10th May ... M.V. "PETER MAERSK" ... 1st June	

(All dates are subject to alteration without notice.)
EXCELLENT ACCOMMODATION FOR PASSENGERS
AT MODERATE RATES.

For Freight and Passage please apply to—

JEBSEN & CO.

Canton, Shanghai, B.C. Agents. Hong Kong, Pedder Building
Tel 10918. Tel 28363.

PRINCE LINE—SILVER LINE

JOINT SERVICE

FORTNIGHTLY SAILINGS

TO
HALIFAX (NOVA SCOTIA CANADA),
BOSTON
AND
NEW YORK

CALLING AT NAPLES

M.V. "JAVANESE PRINCE"	... May 14th, 1935
M.V. "SILVERCYPRESS"	... May 28th, 1935

Excellent Accommodation for a Limited Number of Passengers at Moderate Rates.

For Passage Rates, Freight, etc., apply to—

FURNES (FAR EAST) LTD.

(Incorporated in Great Britain.)

King's Building. Telephone: 23165. Telegrams: Furnprice.

DOUGLAS STEAMSHIP CO., LTD.

SAILINGS FOR SWATOW, AMOI & FOOCHOW & RETURN

TUESDAYS AND FRIDAYS AT 3 P.M.	9th APR. 3 P.M.
S.S. "HAIYANG" ... on FRIDAY	12th APR. 4 P.M.
S.S. "HAINING" ... on FRIDAY	12th APR. 4 P.M.
S.S. "HAICHING" ... on TUESDAY	16th APR. 3 P.M.

Subject to alteration without notice.

SWATOW-HONGKONG SERVICE.

SAILINGS FROM HONGKONG

SUNDAYS & WEDNESDAYS AT 4 P.M.

S.S. "SEISTAN" on WEDNESDAY, 10th APRIL.

Arrivals and Departures from the Company's Wharf (Near Blake Pier).
ROUND TRIP TICKETS will be issued from HONGKONG to FOOCHOW (Pagoda Anchorage) and return by the same steamer at the Reduced Rate of \$100.00 including Meals while the steamer is at Coast Ports (Time for Round Voyage 9 Days).

For Freight and Passage apply to—

DOUGLAS LARBAIK & CO., LTD.

General Managers. P. O. Building.

ADVERTISED SAILING FROM HONG KONG

NORTHWARD

FROM HONG KONG TO COAST PORTS AND JAPAN.

Haiyang, Douglas, April 9.	Taiwan, B. & S., April 10.
Haining, Douglas, April 12.	Yochow, B. & S., April 12.
Canton, O.S.K., April 14.	Tjikembang, J.C.J. Line, April 14.
Haiching, Douglas, April 16.	Taiyuan, B. & S., April 17.
Kutsang, Jardine's, April 17.	Tjikadag, J.C.J. Line, April 17.
Haiyang, Douglas, April 19.	

CHINA

Hunan, B. & S., April 9.

Hopang, Jardine's, April 14.

Yunnan, B. & S., April 17.

Dairen

City of Bagdad, Bank Line, April 9.

Eumaus, B. & S., April 10.

Trier, Melchers, April 12.

Tjikamang, J.C.J. Line, April 14.

Glengarry, Jardine's, April 15.

Dardanus, B. & S., April 16.

Trave, Melchers, April 19.

Hakodate, N.Y.K., April 20.

Calcutta, N.Y.K., April 22.

Ramsey, Johnson's, April 27.

Amoy, B. & S., April 28.

Glengarry, Jardine's, April 29.

FOOCHOW

Haiyang, Douglas, April 9.

Hunan, B. & S., April 9.

Hupoh, B. & S., April 9.

Haining, Douglas, April 12.

Hopang, Jardine's, April 14.

Haiching, Douglas, April 16.

Yunnan, B. & S., April 17.

Haiyang, Douglas, April 19.

JAPAN (Direct)

Jeypore, P. & O., April 9.

Kutsang, Jardine's, April 17.

Kitano, N.Y.K., April 17.

Sumatra, N.Y.K., April 20.

Tantalus, B. & S., April 20.

SHANGHAI AND JAPAN

Kongo, N.Y.K., April 9.

Pres. Lincoln, N.Y.K., April 9.

Hakone, N.Y.K., April 12.

Trier, Melchers, April 12.

General Lee, States, April 13.

Kutsang, Jardine's, April 13.

Memnon, B. & S., April 13.

Pres. Jefferson, A.M. Line, April 13.

Dardanus, B. & S., April 15.

Sumatra, Lloyd Triestino, April 15.

Burdwan, P. & O., April 17.

Tantalus, N.Y.K., April 17.

Dardanus, B. & S., April 18.

Naldora, P. & O., April 18.

Takada, B.I. (Apar), April 18.

Tai Ping, Dodwell's, April 18.

Trave, Melchers, April 19.

Emp. of Canada, C.P.S., April 19.

Kitano, N.Y.K., April 19.

Pres. Coolidge, N.Y.K., April 20.

Porihos, Messageries, April 21.

Menelus, B. & S., April 23.

Nanking, Gilman's, April 23.

Nora, Melchers, April 27.

Ramsey, Johnson's, April 27.

Swu, N.Y.K., April 27.

Emp. of Russia, C.P.S., May 3.

SHANGHAI AND VIA PORTS

Eumaus, B. & S., April 9.

Hopoh, B. & S., April 9.

Noriken, Jardine's, April 10.

Sinkiang, B. & S., April 10.

Tsinan, B. & S., April 10.

Deviken, Jardine's, April 11.

Hakone, N.Y.K., April 12.

Yochow, B. & S., April 12.

Memnon, B. & S., April 13.

Chaksang, Jardine's, April 13.

Fooshing, Jardine's, April 14.

Sunning, B. & S., April 14.

Glengarry, Jardine's, April 15.

Suiyang, B. & S., April 17.

Taiyuan, B. & S., April 17.

Tjikadag, J.C.J. Line, April 17.

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Dardanus, B. & S., April 18.

Trave, Melchers, April 19.

Amoy, B. & S., April 28.

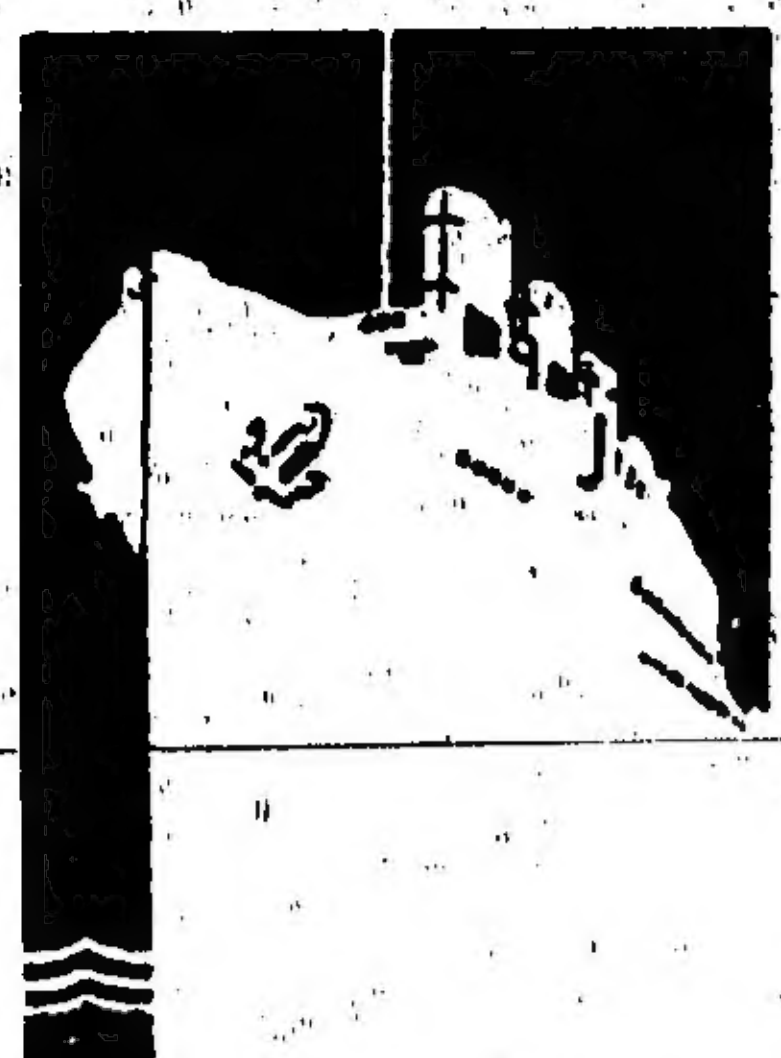
Glengarry, Jardine's, April 29.

Suiyang, B. & S., April 17.

Taiyuan, B. & S., April 17.

Tjikadag, J.C.J. Line, April 17.

Dardanus,



EMPRESS OF CANADA

sails for
VICTORIA and VANCOUVER

via
SHANGHAI, KOBE, YOKOHAMA
and HONOLULU

12.00 NOON
FRIDAY, APRIL 19th

Steamer	Hong Kong	Shanghai	Nagasaki	Kobe	Yokohama	Honolulu	Victoria	Vancouver
Empr. of Russia	May 3	May 5	May 7	May 9	May 11	May 13	May 15	May 17
Empr. of Japan	May 17	May 19	May 21	May 23	May 25	May 27	May 29	May 31
Empr. of Asia	May 31	June 2	June 4	June 6	June 8	June 10	June 12	June 14
Empr. of Canada	June 14	June 16	June 18	June 20	June 22	June 24	June 26	June 28
Empr. of Russia	June 28	June 30	July 2	July 4	July 6	July 8	July 10	July 12
Empr. of Japan	July 12	July 14	July 16	July 18	July 20	July 22	July 24	July 26

TO MANILA

EMPRESS OF CANADA ... April 12th.
EMPRESS OF RUSSIA ... April 25th.

For further information please apply to:

CANADIAN PACIFIC

Telephone: Passenger 20752. GACANPAC: Passenger Dept.
Freight 20042. NAUTILUS: Freight Dept.
Canton Agents: JARDINE, MATHESON & CO. LTD.



GENERAL PASSENGER AGENTS IN THE ORIENT FOR
CUNARD WHITE STAR LINE.

SAN FRANCISCO via Shanghai, Japan Ports and Honolulu.

TATSUTA MARU ... Wednesday, 17th April, at 10 a.m.
ANAMA MARU ... Wednesday, 17th April, at 10 a.m.
TAIYO MARU ... Friday, 24th May

SEATTLE & VANCOUVER.

HEIAN MARU ... (Starts from Kobe) Monday, 29th April

HIKAWA MARU ... (Starts from Kobe) Monday, 29th April

LONDON, MARSEILLES, ANTWERP, ROTTERDAM

KATORI MARU ... Saturday, 13th Apr.

KASHIMA MARU ... Saturday, 27th Apr.

YASUKUNI MARU ... Saturday, 10th May

SYDNEY & MELBOURNE via Manila and Ports.

KAMO MARU ... Saturday, 27th Apr.

KITANO MARU ... Saturday, 25th May

BOMBAY via Singapore, Penang and Colombo.

TANGO MARU ... Thursday, 11th Apr.

MAYEYASHI MARU (Calla Karachi) Sunday, 25th Apr.

LIRION MARU (Calla Karachi) Monday, 6th May

SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles, Mexico and Panama.

BOKUYO MARU ... Wednesday, 12th June

NEW YORK via Panama.

NABUTO MARU ... Thursday, 9th May

NAGARA MARU ... Tuesday, 4th June

LIVERPOOL via Port Said, Beyrouth, Istanbul, Piraeus.

Genoa and Valencia.

LIMA MARU (Calla Marseilles) Saturday, 13th Apr.

BENGAL MARU ... Monday, 16th Apr.

TOTTORI MARU ... Monday, 29th Apr.

TSUSHIMA MARU ... Tuesday, 7th May

SHANGHAI, KOBE & YOKOHAMA.

HAKONE MARU ... Friday, 12th Apr.

KITANO MARU (Nagasaki direct) Friday, 19th Apr.

SUWA MARU ... Saturday, 27th Apr.

† Cargo only.

Tel. 30291



FRENCH MAIL STEAMERS.

Sailings from Hong Kong:

To SHANGHAI — KOBE.	To MARSEILLES via Saigon, Singapore, Colombo, Djibouti (Aden), Suez, Port Said.
PORTHOUS ... 31st April	ANDRE LEBON ... 8th Apr.
CHENONCEAUX ... 4th May	FELIX BOUSSEL ... 25th Apr.
D'ARTAGNAN ... 18th May	PORTHOUS ... 7th May
ATHOS II ... 1st June	CHENONCEAUX ... 31st May
ABAMIS ... 14th June	D'ARTAGNAN ... 4th June
	ATHOS II ... 18th June

We can issue Through Tickets to Egypt, Syrian Ports, East Africa, Madagascar by Transshipment on our Mail Steamers at Port Said or Djibouti.

For Full Particulars, apply to:

C. Des MESSAGERIES MARITIMES, 8 Queen's Building, 28

Shipping News

Daily Statement, Clearances, Ships in Harbour, etc.

YESTERDAY'S FREIGHT RETURNS

IMPORTS 18,000 TONS;
THROUGH CARGO
35,200 TONS

The returns, shown at the Harbour Office of vessels carrying cargo to the Colony during the 24 hours ended at 9 a.m. yesterday were:

British	Cargo for Through H.K. Ports.
Hal Yang	100
Swatow	100
City of Baghdad	375
N. Shields	404
Bennlers	300
London	4,000
Kiangsu	753
Swatow	753
Haidis	1,707
Saigon	3,235
American	4,464
Pres. Lincoln	274
Manila	2,800
City of Elwood	7,000
Hollo	274
German	9,800
Preussen	4,071
Shanghai	4,071
Dutch	745
Tjilondari	123
Amoy	123
Norwegian	745
Halvdan	1,880
Bangkok	1,880
Hal Hing	50
Holhow	1,809
Ravenfjell	3,450
Tsingtao	3,450
Norviken	334
Swatow	1,842
Japanese	5,514
Hague Maru	365
Moji	5,844
Ryoko Maru	4,515
Milke	6,085
Borneo Maru	283
Singapore	191
Nagasaki	155
Huashan Maru	872
Amoy	6,226
Chinese	12,084
Stanley	57
Swabue	57
Hal Cheng	600
Swatow	650
Total	16,029
	35,246

ARRIVALS AND DEPARTURES

The arrivals and departures during the period under review were:

	Arr.	Dep.
British	13	17
American	5	7
German	2	0
Dutch	1	0
Norwegian	4	2
Japanese	5	2
Chinese	2	0
Total	20	11

ARRIVALS

5TH APRIL

Serooskerk, Dutch steamer, 4,049 tons, Captain F. L. Leijes, from Shanghai, buoy No. A8.—J. C. J. Line.
Kongo Maru, Japanese steamer, 3,780 tons, Captain K. Okura, from Singapore, buoy No. A2.—N. Y. K.
Shun Chih, British steamer, 1,173 tons, Captain W. Lee, from Saigon via Swatow, buoy No. B12.—Wo Fat Sing.
Hal Chen, Chinese steamer, 2,113 tons, Captain H. Y. Hughes, from Shanghai via Swatow, C.M.S.N. Wharf.—C. M. S. N. & Co.
Brisbane Maru, Japanese steamer, 3,452 tons, Captain G. Salto, from Yokohama via Moji, buoy No. A5.—O. S. K.
Pres. Lincoln, American steamer, 8,229 tons, Captain G. W. Yardley, from Manila, Kowloon Wharf.—Dollar Line.
Kiangsu, British steamer, 1,553 tons, Captain N. Hardie, from Bangkok via Swatow, buoy No. B21.—B. & S.
Kwansi Maru, Japanese steamer, 5,202 tons, Captain M. Oyama, from Dairen, buoy No. A3.—O. S. K.
Hin Sang, British steamer, 1,885 tons, Captain A. D. Kelman, from Sandakan, buoy No. B22.—J. M. & Co.
Haraldsvang, Norwegian steamer, 1,864 tons, Captain A. Sunde, from Swatow, buoy No. B19.—K. Larsen & Co.
Hermod, Norwegian steamer, 840 tons, Eluassen, from Bangkok via Swatow, buoy No. C3.—Thorsen & Co.
Prominent, Norwegian steamer, 1,377 tons, Captain H. Jensen, from Saigon, buoy No. B7.—Wo Fat Sing.

7TH APRIL

Haidis, British steamer, 1,144 tons, Captain A. Hall, from Saigon, buoy No. B9.—Wo Fat Sing.
Bennevis, British steamer, 3,205 tons, Captain D. G. Cutbush, from London via Koha-chang (Bangkok).
Kowloon Wharf.—Gibbs Livingstone and Company.
City of Elwood, American steamer, 3,822 tons, Captain L. B. Adams, from Baltimore via Hollo, Stonecutters.—States & Company.
Preussen, German steamer, 5,050 tons, Captain K. Gobber, from Dairen via Shanghai, buoy No. A4.—Jessen & Co.
Halvdan, Norwegian steamer, 761 tons, Captain H. Halvorsen, from Bangkok, buoy No. B17.—Thorsen & Co.
Ravenfjell, Norwegian steamer, 1,420 tons, Captain C. J. Tennefoss, from Newchwang via Tsingtao, buoy No. B23.—D. K. K.
Ryoko Maru, Japanese steamer, 4,302 tons, Captain M. Omatsu, from Milke, buoy No. A11.—M. B. K.
Noshiro Maru, Japanese steamer, 4,318 tons, Captain J. H. Akawa, from Nagasaki, Kowloon Wharf.—N. Y. K.
Huashan Maru, Japanese steamer, 1,234 tons, Captain Y. Taka-

SHIPS IN HARBOUR

VIARVES

Kowloon:—President Lincoln, Kum Sang, Toba Maru, Helyo Maru, Noshiro Maru and Bennevis, Holts.—Eumaeus and City of Bagdad.
China Merchants:—Hai Cheng, Douglas Laprak, Hai Yang, Chiu On.—Hydrangea.

DOCKS

Kowloon:—Hellas, Talkoo.—H.M.S. Otus, King Lee, Liangchow, Daviken, Nanning and Chung King.

BUOYS

No. A1.—Tjilondari.
No. A3.—Kwansi Maru.
No. A4.—Preussen.
No. A5.—Hague Maru.
No. A7.—Jeypore.
No. A8.—Barrgrove.
No. A11.—Ryoko Maru.
No. A15.—Brisbane Maru.
No. B4.—G. G. Paul Doumer.
No. B5.—Ardent.
No. B8.—Tchekam.
No. B9.—Haidis.
No. B10.—Proteus.
No. B11.—Tsang Woo.
No. B17.—Halvdan.
No. B18.—Tinhow.
No. B20.—Tsinan.
No. B21.—Kiangsu.
No. B22.—Hin Sang.
No. B23.—Ravenfjell.
No. B24.—Toba Maru.
No. C1.—Fronto.
No. C2.—Yu Sang.
No. C5.—Dar Pohnmorza.

CLEARANCES

5TH APRIL

Helyo Maru, for Moji
Anhui, for Swatow
Brisbane Maru, for Brisbane
Hydrangea, for Swatow
Toba Maru, for Singapore
Hai Chen, for Canton
Hague Maru, for Singapore
Preussen, for Manila
Tung Cheng, for Saigon
Jeypore, for Kobe
Haraldsvang, for Singapore
Proteus, for Bangkok
Tsinan, for Canton
Bennevis, for Shanghai
Noshiro Maru, for Keelung
Hellas, for Swatow
Ou Chao, for K. C. Wan
Ming Shan, for Swatow
Tsang Woo, for Saigon
City of Bagdad, for Shanghai

yama, from Tientsin, Shanghai and Amoy, Yumutai.—N. Y. K.
Stanley, Chinese steamer, 286 tons, Captain Wong Sze Fook, from Swabue, Kwong Wing Wharf.—Shun Cheong.
Jeypore, British steamer, 3,209 tons, Captain Pape, from Singapore, buoy No. A7.—M. M. & Co.
Barrgrove, British steamer, 3,237 tons, Captain Hunter, from Dairen via Milke, buoy No. A8.—D. K. K.
Tchekam, Chinese steamer, 808 tons, Captain S. H. Loud, from Holhow via Tourane, buoy No. B6.—Ping On & Co.
Wing Lee, British steamer, 651 tons, Captain J. E. Harvey, from Holhow, Stonecutters.—Tai Fung & Co.

BANK LINE (CHINA) LTD.

AGENTS FOR

ELLERMAN & BUCKNALL S.S. CO., LTD.

UNITED KINGDOM & CONTINENT

S.S. "CITY OF BIRMINGHAM" ... Havre, London, Rotterdam, Hamburg & Hull, 18th April

S.S. "CITY OF BRISTOL" ... Havre, London, Rotterdam & Hamburg, 9th May

AGENTS FOR

ANDREW WEIR & CO.

MAURITIUS & SOUTH AFRICA

S.S. "TINHOU" ... Loading for Mauritius, Réunion, Tamatave, Lourenco Marques, Durban and Cape Ports, 20th April

EAST & SOUTH AFRICA ... LUXURIOUS PASSENGER VESSELS ... INDIAN AFRICAN LINE

M.V. "INCHANGA" ... from Calcutta 4th May; ... from Colombo 10th May

M.V. "INOMATI" ... from Calcutta 4th June; ... from Colombo 10th June

M.V. "ISIPINGO" ... from Calcutta 4th July; ... from Colombo 10th July

Taking PASSENGERS and CARGO for Mombasa, Zanzibar, Beira, Lourenco Marques, Durban, East London, Port Elizabeth, Mossel Bay and Cape Town.

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PENINSULAR AND ORIENTAL FORTNIGHTLY

DIRECT ROYAL MAIL STEAMERS.

(Under Contract with H.M. Government.)

Steamship	Tons	From Hongkong (about)	Destination
"BEHAR"	6,100	13th April	Bombay, Maru, Havre, L'don, H'g, B'm, A'warp, & Hull
"MIRZAPORE"	7,000	18th April	Straits, Colombo & Bombay
"CORFU"	10,000	20th April	Marseilles and London
"SOUDAN"	7,000	27th April	Maru, Havre, L'don
"RANCHI"	17,000	4th May	H'g, K'm, A'warp, & Hull
"NALDERA"	16,000	15th May	Bombay, Marseilles and London
"BURDWAN"	6,000	18th May	Maru, Havre, L'don, H'g
"RANPUTA"	17,000	1st June	R'dan, A'warp, & Hull
"RAJPUTANA"	17,000	15th June	Bombay, Marseilles & London
"SOMALI"	7,000	22nd June	Maru, Havre, L'don, H'g, K'm, A'warp, & Hull
"MANTUA"	11,000	29th June	Bombay, Marseilles and London
"CARTEAGE"	14,500	18th July	Bombay, Marseilles & London
"BANGALORE"	6,000	20th July	Bombay, Maru, L'don, Havre, H'g, K'm, A'warp, & Hull
"RAWALPINDI"	17,000	27th July	Bombay, Marseilles & London
"KANAI-I-HIND"	11,000	10th Aug.	Bombay, Maru, Havre, L'don, H'g, K'm, A'warp, & Hull
"BHUTAN"	6,000	17th Aug.	Bombay, Maru, L'don, Havre, H'g, K'm, A'warp, & Hull
"RANCHI"	17,000	24th Aug.	Bombay, Maru, L'don, Havre, H'g, K'm, A'warp, & Hull
"NALDERA"	16,000	7th Sept.	Bombay, Maru, L'don, Havre, H'g, K'm, A'warp, & Hull

* Cargo only. † via Casablanca.

Frequent connections from Port Said for Passengers and Cargo to Constantinople, Piraeus, Smyrna, and other Levant Ports by steamers of the Khedivial Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS

Steamship	Tons	From Hongkong (about)	Destination
"TALMA"	10,000	13th Apr.	Singapore, Penang & Calcutta
"SIRDHANA"	8,000	26th Apr.	
"TAKADA"	7,000	10th May	
"TILAWA"	10,000	24th May	
"SANTHA"	8,000	7th June	

† Calls Port Swettenham * Calls Rangoon.

B.I.—Apcar Line steamers have excellent accommodation for 1st and 2nd class passengers.

EASTERN AND AUSTRALIAN SAILINGS (SOUTH)

Steamship	Tons	From Hongkong (about)	Destination
"NELLORE"	7,000	3rd May	Manila, Batavia, Brisbane
"TANDA"	7,000	1st June	Manila, Batavia, Brisbane
"SANKIN"	7,000	8th July	Manila, Batavia, Brisbane

Regular Monthly Sailings from Hong Kong to Shanghai and Japan and Hong Kong to Australia.

Hong Kong to Sydney—1st day.

AUSTRALIA AND NEW ZEALAND for a Cheap Holiday (Sailing, Fishing, Shooting, Climates to Suit all). Your English Money is worth 25% more.

No Additional Charge for Deck Cabins. Sun Deck Swimming Pool—Orchestra carried—Laundry—Surgeon—Stewards.

E. & A. Cuisine and Service are unsurpassed.

Frequent connections from Australia with the following:—The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.

The P. & O. Royal Mail Steamers to London and the P. & O. Branch Service of Steamers to London via Suez.

The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILING TO SHANGHAI AND JAPAN

"SOMALI"	7,000	14th May	Shai, Moji, Kobe & Yama,
"RAJPUTANA"	17,000	16th May	Shanghai, Kobe & Yokohama.
"RANTHA"	16,000	18th May	Amoy, Shai, Moji, Kobe & Osaka.
"MANUA"	15,000	30th May	Shanghai, Kobe & Yama.
"TALMA"	10,000	30th May	Amoy, Shai, Moji, Kobe & Osaka.
"BANKIN"	7,000	6th June	Shai, Moji, Kobe, Osaka & Yama.
"BANGALORE"	6,000	11th June	Shai, Moji, Kobe & Yama.
"CARTHAGE"	14,500	13th June	Shanghai, Kobe & Yokohama.
"BIRDHANA"	8,000	13th June	Amoy, Shai, Moji, Kobe & Osaka.
"RAWALPINDI"	17,000	27th June	Shai, Kobe & Yokohama.
"TAKADA"	7,000	37th June	Amoy, Shai, Moji, Kobe & Osaka.
"BANGALORE"	7,000	7th July	Shai, Moji, Kobe & Yokohama.
"BHUTAN"	6,000	10th July	Shai, Kobe & Yokohama.
"KARAI-I-HIND"	11,000	11th July	Shanghai, Kobe & Yokohama.
"BHEAR"	6,000	24th July	do.

